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Hongkong Daily Press

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No. 21,850 號拾伍百捌千壹萬式第 日初月陸辰戊 HONG KONG, WEDNESDAY, JULY 25th, 1928. 叁拜禮 日伍廿月柒年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	10.15	11.15	12.15	1.15	2.15	3.00	4.20	5.45	7.20											
Yauwatt ...Dep.	6.49	8.14	8.39	9.19	10.09	10.24	11.24	12.24	1.24	2.24	3.09	4.29	5.54	7.29											
Shatin ...Dep.	7.01	8.26	8.51	9.31	10.21	10.36	11.36	12.36	1.36	2.36	3.21	4.41	6.06	7.31											
Taipei Market Dep.	7.15	8.40	9.05	9.45	10.35	10.50	11.50	12.50	1.50	2.50	3.35	4.55	6.20	7.45											
Taipei ...Dep.	7.30	8.55	9.20	10.00	10.40	10.55	11.55	12.55	1.55	2.55	3.40	5.00	6.25	7.50											
Fanning ...Dep.	7.45	9.10	9.35	10.15	10.55	11.10	12.10	1.10	2.10	3.10	4.25	5.50	7.05	8.30											
Shamshui ...Dep.	7.55	9.20	9.45	10.25	11.05	11.20	12.20	1.20	2.20	3.20	4.35	6.00	7.15	8.40											
Shamshui ...Arr.	7.41	8.45	9.10	10.10	10.50	11.15	12.15	1.15	2.15	3.15	4.30	5.55	7.10	8.35											
Canton ...Arr.	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	12.40

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shamshui ...Dep.	7.18	8.05	10.35	11.48	12.58	1.58	2.58	3.58	4.58	5.58	6.58	7.58	8.58	9.58	10.58	11.58	12.58	1.58	2.58	3.58	4.58	5.58	6.58	7.58	8.58
Shamshui ...Dep.	7.25	8.12	10.42	11.55	13.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05	9.05
Fanning ...Dep.	7.30	8.16	10.46	12.00	13.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10
Taipei Market Dep.	7.40	8.26	10.56	12.10	13.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20
Taipei ...Dep.	7.44	8.31	11.01	12.15	13.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25
Shatin ...Dep.	7.57	8.44	11.14	12.28	13.38	2.38	3.38	4.38	5.38	6.38	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.38	7.38	8.38	9.38
Yauwatt ...Dep.	8.11	8.58	11.28	12.42	13.52	2.52	3.52	4.52	5.52	6.52	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52	6.52	7.52	8.52	9.52
Kowloon ...Arr.	8.17	9.03	11.33	12.47	13.57	2.57	3.57	4.57	5.57	6.57	7.57	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57	7.57	8.57	9.57

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*=FIRST CLASS ONLY.

†=WILL STOP AT ANY STATION ON REQUEST.

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RAPID STRIDES IN AVIATION.

1927 RECORDS.

DEVELOPMENT OF THE LIGHT AEROPLANE.

Big advances were made in aviation during 1927, according to the report issued by the Air Ministry on the "Progress of civil aviation." Records were established in passenger traffic, and there was a substantial development in connection with light aeroplanes.

Thirteen light aeroplane clubs are being assisted, states the report. Although more members are required by the clubs to place them on a sound footing, the position is being rapidly strengthened by the enthusiasm of the clubs' supporters. The total membership of the approved clubs in operation on December 31st, 1927, was 2,190, of which 233 held licences as civil pilots and 133 had qualified for licences on club aircraft. These figures are more than double those recorded at the end of 1926.

Private Aircraft.

"A valuable result of the flying-club movement is the large increase which is taking place in the number of owners of private aircraft," adds the report. "This is a direct consequence of the increased interest in flying, improved facilities for tuition, and lowering of expenses brought about by the clubs. One hundred and ten privately owned aircraft, including twenty-seven belonging to subsidised clubs, were in service at the end of 1927, as compared with fifty-eight at the end of 1926, an increase of nearly 100 per cent."

"The British development of amateur flying has, moreover, promoted a similar movement in many other parts of the world, and the repeated proofs which have been given of the reliability and economy of British light aeroplanes have gained for British makers a good lead in supplying the overseas demand that is rapidly springing up. The evolution of mass production methods in light aeroplane construction has already begun: one type is being produced at a rate approaching one machine a day, and a further reduction in price has just been notified."

There was no serious accident in regular air transport during the twelve months, says the report, and for the third year in succession no fare-paying passenger was injured through a mishap to any aeroplane registered in the British Isles. The total number of accidents was twenty-four, of which five were fatal and three others serious.

Passenger Traffic.

The record number of 28,764 passengers was carried on the cross-Channel services by British and foreign aircraft, an increase of over 3,000 on the figure for 1926. The British share amounted to 37 per cent. The vitality of the joy-flying business was shown by the fact that 90,095 passengers were carried during 1927 against 81,909 in 1926.

The value of the goods received from or dispatched to the Continent during the year was the record figure of £2,691,267, almost exactly double the figure for 1924. Bullion and gold and silver coin carried to and from the Continent during 1927 amounted to £7,740,062. Thirteen out of the twenty-four accidents were, in the opinion of the inspector of accidents, due solely to pilots' errors of judgment; eight were due to engine failure; one to the pilot's losing his way in bad weather, and one was a case of a collision during a race.

Flying licences issued during 1927 showed a material increase as compared with the previous year. The number of pilots' licences issued in 1927 was 244 against 137 in 1926. The number of pilots' licences current on December 31st, 1927, was 490.

For the first time in the history of aviation a water-cooled engine, which produced units of horse power in excess of its own weight in pounds, was successfully tried out. This was the Napier Lion engine used in the winning Schneider Trophy machine.

DR. VORONOFF'S NEW DEPARTURE.

GRAFTING FOR THE YOUNG.

AMAZING EXPERIMENT ON RACEHORSE.

PARIS, July 2nd.

Not only the sporting but the medical world is interested in the remarkable performance of the colt Don Zuniga in winning the Grand Steeplechase at Auteuil—5,000 metres with 22 jumps—in 5min. 44sec., a record, it is claimed, that has never been approached in the history of the turf, and so outstanding that the popular press has given the colt the title of "super-horse."

From to-night's *Intransigent* it appears that Don Zuniga's prowess is due to its having been subjected to a yearling to a grafting process invented by Dr. Voronoff. The operation was performed in association with the eminent surgeon Professor Gabriel Petit, of the Academy of Medicine.

In the absence of Dr. Voronoff, who is engaged on a lecturing tour in America, Dr. Gabriel Petit has been interviewed by a representative of the *Intransigent*. The purpose of the grafting operation, he declared, was to demonstrate its value in the case of young creatures equally with the old and failing. It had succeeded, "Grafting," he said, "revitalises a decrepit or deficient organism. We were concerned to show that equally by an effect of continuous stimulation or enhancement it exalts, so to speak, enormously any physical qualities that may be more or less latent in a young living creature that is still in a state of development."

An Audacious Idea.

Dr. Petit added the astounding statement that it is Dr. Voronoff's intention to apply the surgical stimulation to young children. "The truth is all this," he says, "that Dr. Voronoff, encouraged by the results of his experiments, has had the rather audacious idea of practising the grafting operation—with the intelligent assent of the parent—upon certain young infants exceptionally endowed and precocious, who would perhaps become men of genius."

Dr. Petit declared that he did not know whether Dr. Voronoff had yet managed to secure any parental assent to such an operation.

POWER FROM TROPICAL SEAS.

FRENCH SCIENTISTS' INVENTION.

Starting from the principle that water will "boil" in a rarefied atmosphere at a low temperature, two French scientists, MM. Claude and Bouchérot, have built at Ougres, near Liege, a steam engine which will work without stoking and without a furnace. With its help they hope to tap the latent energy of the tropical seas by utilising the difference between the heated water of the surface and the cold water beneath.

The heated surface water, on being introduced into a partial vacuum, "boils," and is condensed again by the cold water pumped from the depths. The difference between the water in the boiler and the water in the condenser was 10 degrees Centigrade when the experiment was conducted on June 1st, and only one-quarter of the energy produced was absorbed in pumping and expelling the water.

In the tropics the difference in temperature is frequently as much as 30 degrees. Not only will this engine provide power in tropical districts, but the water expelled from the condenser will still be considerably colder than the atmosphere, and on being passed in pipes round the buildings, or even in the streets, will reduce the temperature and making living bearable in districts formerly considered almost uninhabitable.

M. Claude during the war invented a liquid air bomb that was discarded as too dangerous to handle. He got one of his bombs dropped, however, from an aeroplane within the German lines, where it exploded and wrought terrific damage; had it been dropped a quarter of an hour earlier it would have blown up the German Emperor.

It is believed that the Claude-Bouchérot power-producing plant will effect a change in the world greater than that made by the steam engine itself. It might change the centre of gravity of the world's production.

DIARY OF EVENTS.

To-day.

(July 25th.)

Queen's Theatre: "Sorrows of Satan."
World Theatre: "Forty Winks."
Star Theatre: "The Coming of Amos."
Tea Dance: H.K. Hotel, 4.30 p.m.

Thursday.

(July 26th.)

Queen's Theatre: "Sorrows of Satan."
World Theatre: "The Mark of Zorro."
Star Theatre: "Love 'Em and Leave 'Em."
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe via Naganatam (Achilles); Europe via Siberia (Seigo Maru).

Friday.

(July 27th.)

Christian Fellowship Meeting: Helena May Institute, 10.30 a.m.
Walter Polo League Meeting: Victoria Recreation Club, 6 p.m.
Queen's Theatre: "Sorrows of Satan."
World Theatre: "The Mark of Zorro."
Star Theatre: "Love 'Em and Leave 'Em."
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe via Siberia (Seicho Maru), 6 p.m.

Saturday.

(July 28th.)

7th Ordinary Yearly Meeting: Hong Kong Amusements, Ltd., 8.30 p.m.
Baseball:—Senior Division: H.K. Baseball Club v. South China. Junior Division: South China v. South China Scouts.

Tennis:—Third Division: Civil Service v. R.A.O.C.; Y.M.C.A. v. South China; R.A.M.C. v. Chinese "A"; Chinese "B" v. Indian R.O.; Recreation "B" v. Kowloon C.C.; Kowloon Indians v. Recreation "A"; Kennedy Road v. Hong Kong C.C.

Lawn Bowls:—Division I: Kowloon Dock v. Kowloon C.C.; Police v. Civil Service; Taipei v. Kowloon Bowling Green. Division II: Kowloon Bowling Green v. Yacht Club; Civil Service v. East Point; Kowloon C.C. v. Taipei; Recreation "B" v. Craigengower.

Queen's Theatre: "Sorrows of Satan."
World Theatre: "The Mark of Zorro."
Star Theatre: "Love 'Em and Leave 'Em."
Tea Dance: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: London via Straits, parcel mail (Aeneas). Outward: Europe via Marseilles (Katori Maru), 4.30 a.m.; Europe via Siberia and via San Francisco (President Lincoln), 5 p.m.

Sunday.

(July 29th.)

8th Sunday after Trinity.
Queen's Theatre: "Paradise for Two."
World Theatre: "The Great Gatsby."
Star Theatre: "Let it Rain."
Baseball:—Junior Division: St. Joseph's v. China Athletic.
Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.

(July 30th.)

Queen's Theatre: "Paradise for Two."
World Theatre: "The Great Gatsby."
Star Theatre: "Let it Rain."
Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.

(July 31st.)

Goodwood Stewards' Cup.
Queen's Theatre: "The Midnight Rose."
World Theatre: "Sparrows."
Star Theatre: "Three Faces East."
Tea Dance: H.K. Hotel, 4.30 p.m.

Wednesday.

(August 1st.)

Queen's Theatre: "The Midnight Rose" at 9.15. Long Trek Sam.
World Theatre: "Sparrows."
Star Theatre: "Three Faces East."
Tea Dance: H.K. Hotel, 4.30 p.m.

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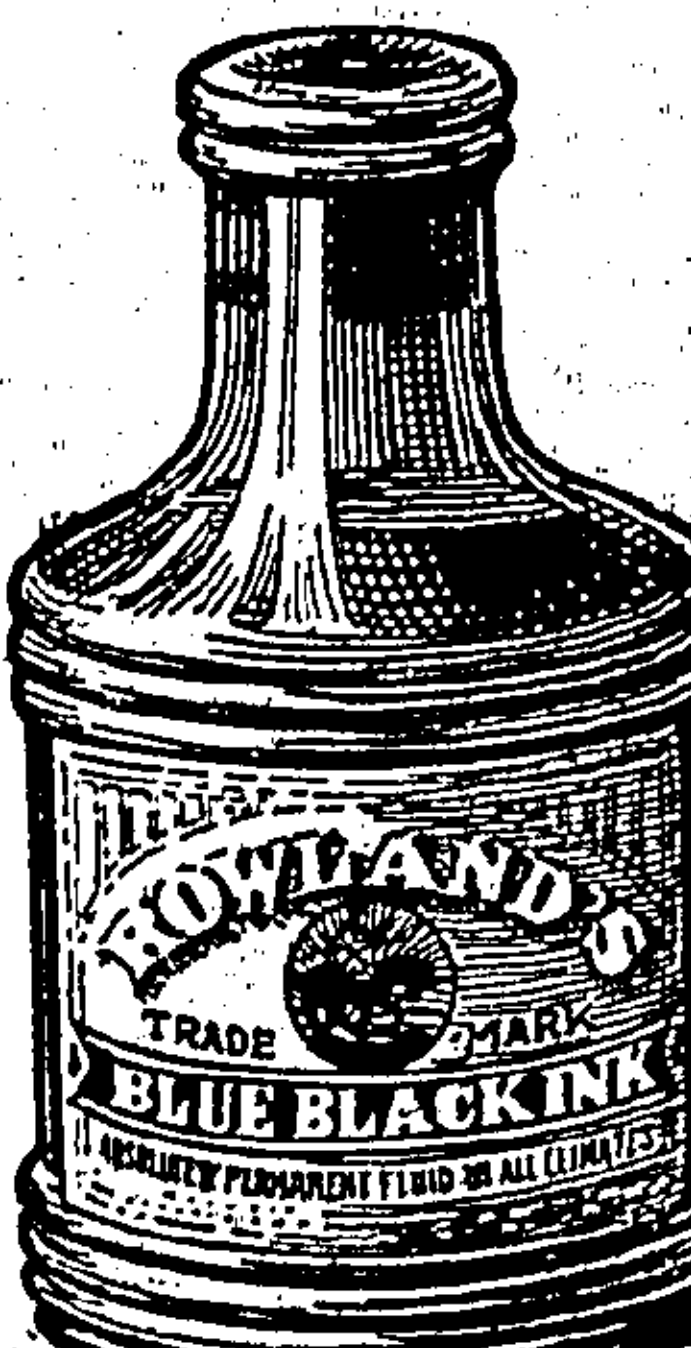
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THREE MONTHS REVENUE.

DECREASE OF NEARLY £3,000,000.

FALL IN INCOME AND SUPER TAX.

WINDFALLS FROM ESTATE DUTIES.

NATIONAL REVENUE IN GREAT
BRITAIN FOR THE THREE
MONTHS ENDED JUNE AGGREGATED
£145,560,423, A DECREASE OF
£2,910,007 COMPARED WITH THE
CORRESPONDING PERIOD OF LAST
YEAR.

THE CHANCELLOR OF THE EXCHE-
QUER ESTIMATED A DECREASE OF
£200,000 IN SUPER-TAX FOR THE
FINANCIAL YEAR 1928-29; FOR THE
FIRST THREE MONTHS IT HAS
TOTALLED £2,370,000.

The fiscal year has not started
too well in the matter of the
National Revenue and Expenditure,
but the Returns for the first quar-
ter, issued on June 30th, are not
without some redeeming features,
comments the City Editor of the
London Morning Post.

Mr. Churchill's new form of ac-
countancy by giving certain items
of revenue, such as postal and
motor duties, in their net form,
may be of use in simplifying the
final balance-sheet, he continues,
but it rather tends to obscure the
actual movements in gross Revenue
in some departments from week to
week.

INCREASES AND DE- CREASES.

In the table which follows, there-
fore, comparing the original Budget
estimates with the increase or de-
crease to date, we have kept as
nearly as possible to the old form,
though it is impossible to analyse
the receipts under the Postal Ser-
vice fully, as the figures of Tele-
graph and Telephone receipts are
no longer given separately.

	Original Budget Estimate Inc. or Dec. to date.	Actual to date.
Customs	+10,477,000	+704,000
Excise	+3,318,000	-510,000
Motor Veh.		
Duties	+1,182,000	+294,000
Estate Duties ..	-5,310,000	+1,950,000
Stamps	+970,000	+1,190,000
Land Tax,		
etc.	+70,000	+30,000
Income Tax	-17,683,000	-3,430,000
Super Tax	-600,000	-2,370,000
Excess Pro- fits Duty	+1,000,000	-
Corp. Prof. Tax ..	-280,000	-330,000
Postal Ser- vice, Tele- graphs and Telephones	+2,500,000	+1,500,000
Crown Lands ..	+30,000	-40,000
From Sundry Loans	+3,698,000	+602,741
Miscellane- ous		
Ordinary	-17,343,000	+330,854
*Special	-3,328,000	-3,181,682
	-£21,327,000	-£2,910,007

* In addition to the normal
special receipts on which this figure
is based, the Chancellor estimated
for an amount of £13,200,000 from
Currency Note Issue. This item,
however, will not come into the
accounts until the fusion of the
Bank of England and Treasury
Notes.

ESTATE DUTIES UP.

An outstanding, and unwelcome,
feature in the figures, so far, is the
decrease of £2,370,000 under the
head of Super Tax, although the
Chancellor estimated only for a
shrinkage of £800,000 for the year.
A decline in ordinary Income Tax
receipts was anticipated for the
year of £17,683,000, partly owing to
rebates in the matter of family
allowances. The full effect of these
remissions will come at the end of
the year, but already there is a
shrinkage for the quarter of
£3,430,000.

On the other hand, it looks as
though Estate Duties once again
were going to falsify the more
sombre expectations, the figures at
present showing an increase of
£1,950,000, as compared with an
anticipated decline for the year of
£5,310,000. Stamps, too, thanks to
the activity in Stock Exchange
Securities and new capital issues,
already show an increase of
£1,190,000. The combined total
under the head of Postal Services
gives an increase of £1,500,000,
which is in excess of the official
estimate.

Customs, so far, show but a small
advance, but much of the antici-
pated increase was to accrue from
new taxation, the effect of which
has still to be felt. Still, neither
the Customs nor Excise figures are
encouraging.

The figures would have been much
worse but for the rise in Securities,
and the general financial activity,
distinct from Commercial Activity,
which has given the Customs gains in
Estate Duties and Stamps.

(Continued on next Column).

GERMAN FLIERS IN LONDON.

WARM GREETING.

LUNCHEON PARTY DELAYED BY A GALE.

The first official Anglo-German
reunion since the war was marred
on July 2nd by a strong head wind
in the North Sea, which delayed the
arrival in London of the Atlantic
fliers, Baron von Huenefeld, Major
James Fitzmaurice, and Captain
Koehl, for more than two and a half
hours.

The Royal Aeronautical Society,
the Royal Aero Club, and the Air
League of the British Empire had
sent an invitation to a luncheon at
the Savoy Hotel timed for 1.15 p.m.

Distinguished Company.
The guests assembled. Lord
Thomson, Minister for Air in the
Socialist Government, was in the
chair. A distinguished company
awaited the arrival of the fliers, in-
cluding Herr Schaefer, the German
Ambassador, the Master of Sempill,
and Sir Sefton Branker.

Half an hour after the time stated
on the invitation cards there was
still no sign of the guests of honour.
Shortly before 2 p.m. a message was
received from Croydon aerodrome
stating that weather conditions had
delayed the airmen, who could not
possibly arrive much before 3 p.m.

They arrived at 2.45 p.m., after
having battled with the wind all the
way from Hamburg since 8.30 a.m.
They received a tremendous wel-
come.

Major Fitzmaurice, in the uniform
of the Irish Free State Air Force,
and wearing British war decorations,
Baron Huenefeld, wearing his
immutability monocle, and Captain
Koehl, in a blue lounge suit, took
their seats at the head table, and
plunged hurriedly into a luncheon
which had been waiting for them
for two and a half hours.

The Spokesman.
Major Fitzmaurice made a bright
and amusing speech. He said that
in America he had been the spokes-
man. In Germany Baron von
Huenefeld had relieved him of that
duty, and now he resumed it. The
flight had been a carefully organised
scientific endeavour. The one mis-
take they made was that of not
carrying wireless.

He gave a graphic description of
their historic "blind" flight through
the mists of Labrador with nothing
to guide them but the moonlike
faces of the instruments, which
seemed to grin at them in the un-
certainty.

"When I reached Labrador," he
said, "I was interested in these
fog. I always thought that they
are caused by the meeting of the
Gulf Stream with the colder waters
of the Atlantic, but an old man in
Labrador told me that this is a
common mistake. It appears that
when the world was made the
Creator took one look at Labrador,
and realising that it was a grim
mistake, decided to hide it as often
as possible in fog!"

In Ten Years.
He believed that within ten years
airplanes would be constructed cap-
able of flying the Atlantic easily
and with the minimum of risk.

Among the guests at the luncheon
was Mr. J. W. Dulanty, Commis-
sioner for Trade in London of the
Irish Free State.

After the luncheon the three
airmen visited the Daily Express
offices, where they had their photo-
graphs taken. Behind them on the
wall of the editorial room hung two
of the most biting anti-German
cartoons drawn during the war,
Strube's "End of a Perfect Day"
and "My Hat."

Major Fitzmaurice, Baron von
Huenefeld, and Capt. Koehl were
the guests of the Four Provinces of
Ireland Club at a dinner in the
Hotel Cecil. More than 500 attend-
ed.

Sir Sefton Branker represented
the Air Ministry, and Herr H. H.
Dieckhoff represented the German
Embassy.

The cheering last for nearly ten
minutes when the airmen entered
the dining-room. Every mention of
their names during the speeches
caused a storm of applause.

The net decline of £2,910,000 in
the Quarter's Revenue compares
with an expected shrinkage of
£21,327,000 for the entire year, and
is not, therefore, in itself distur-
bing. The year is still young, and
better trade would make all the
difference.

Unfortunately, however, high
national expenditure and burden-
some taxation are not helpful to
trade activity, and the sagging
tendency of the income and super-
tax revenue is a disquieting though
not surprising feature.

BRITISH RAILWAYS.

A GRAVE CRISIS.

£1,100,000,000 CAPITAL AT STAKE.

FALLING REVENUES.

The great British railways, in
which more than £1,100,000,000 of
capital is invested, are face to face
with the most serious crisis in their
history, says the Daily Express.

The slump in the value of rail-
way shares represents a loss of not
less than £100,000,000 to the British
investor since 1923.

Revenue is falling heavily, particu-
larly from passenger receipts,
and the situation is so serious that
Mr. J. H. Thomas addressed a
grave warning to the members of
his organisation at the opening of
the conference of the National
Union of Railwaymen at Bristol.

All the facts relating to the de-
cline in revenue have been placed
before the railway unions, as a
preliminary to a conference of em-
ployers and employed.

Lack Of Foresight.
Mr. J. Gore, in his presidential
address to the annual meeting of
the National Union of Railwaymen
at Bristol on July 2nd said: "We
are passing through a critical
period, owing in the main to in-
creasing road transport competi-
tion, due to some extent to the
lack of foresight on the part of the
railway directorates, who had be-
come imbued with the false security
that railway transport was im-
pregnable."

Little is being done by the rail-
ways to meet new conditions and
the competition of newer forms of
transport. Much of the rolling
stock is lying idle on Sundays, when
hundreds of thousands are flocking
to the countryside in motor-cars,
charabancs, and on tramways.

Miles and miles of permanent
way are almost unused. The rail-
way companies have turned a deaf
ear to the insistent demands for a
wide extension of cheap excursions.

Many of the railway directors are
old men and hold a multiplicity of
directorships.

Not a single director of the
Southern Railway is under fifty,
and the average age is as high as
sixty-eight. Sir Charles Owens is
eighty-two, and there are six other
directors who are more than
seventy years of age. Lord Kyl-
sant, who is sixty-five, is director
of forty other companies, and chair-
man of thirty-three of these. There
are eighteen directors in all, and
their fees total £23,000.

Average Age.
Sixty-two is the average age of
the directors of the London and
North-Eastern. They include Mr.
A. H. Bibby, who is only thirty-
nine, but the other extreme is re-
presented by Sir Hugh Bell, who is
eighty-four, and directs ten other
companies, and Lord Joicey, who is
eighty-two. The company has
twenty-five directors.

The twenty-two members of the
board of the London Midland and
Scottish Railway have an average
age of sixty-one. The Hon. A. H.
Holland-Hibbert, who is only
seventy-three, is the veteran of the
directors. This company pays out
£35,000 a year in directors' fees.

A Great Western Railway have
the distinction of having the young-
est director in England, on their
board of twenty-six. This is Major
F. B. J. Bibby, who is only thirty-
five, but to counterbalance this
there is Sir H. A. Yorke, who is
eighty, and four other directors in
their seventies. Lord Inchcape,
who is seventy-five, is concerned
with the control of thirty-one other
companies.

How railway stocks have fallen
since 1923 is shown in the following
table:—

	Highest Price.	Present Price.
Gt. Western Ord.	112½	91
L.M.S. Ord.	102½	63½
L.N.E.R. Prefd.	304	274
L.N.E.R. Debd.	304	134
Southern Prefd.	804	714
Southern Debd.	404	334

London and North-Eastern Rail-
way Four per Cent. Second Prefer-
ence stock, which is a trustee
security, has fallen from 84½ to 49½,
a loss of 25½ for every nominal £100
of the stock.

The following table of traffic re-
ceipts shows how great has been
the fall this year:—

	Gross Decline receipts compared to date with 1927.
Gt. Western ...	£13,453,000 £785,000
L.M.S.	23,220,000 1,968,000
L.N.E.R.	25,184,000 1,404,000
Southern ...	10,162,000 348,000

These declines represent amounts
sufficient to pay good dividends on
the railway companies' Ordinary
stocks.

A Gripping story of modern youth and its temptations.
A picture that has been termed "the love story
of all loves."

**ADOLPHE
MENJOU**
as *Satan*
RICARDO CORTEZ
CAROL DEMPSTER
—LYA DE PUTTI—
with ADOLPH ZUCKER and JESSIE L. LASKY
A Gardmount Picture



IN
**SORROWS
OF SATAN**
AT THE
QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A CASE OF CLEVER NONSENSE!
VIOLA DANA
IN
40 WINKS
with
RAYMOND GRIFFITH and THEODORE ROBERTS
AT THE
WORLD FINAL SHOWINGS TO-DAY
At 5.15 & 9.20 Only.
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The romance of a young sheep herder and a beautiful
woman from the city!

Cecil B. De Mille
presents
Rod La Rocque in **"The Coming of Amos"**
with JETTA COUDAL and NOAH BERRY
Directed by Paul Sloane

AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

**HONG KONG POLICE
RESERVE.**

ORDERS BY THE HON. MR. E. D. C.
WOLFE, C.M.G., CAPTAIN-SUPER-
INTENDENT OF POLICE.]

Police Training School.
The weekly classes for Police
Reservists at the Police Training
School, Kowloon, will be held on
Wednesday, July 25th, at 6 p.m.
sharp. All members of the Chinese
and Indian Companies who have
not yet passed Part II. of training
course must attend.

Squad Drill.
All recruits of the Chinese and
Indian Companies, and of the Flying
Squad will parade at Central
Police Station on Thursday, July
26th, at 5.30 p.m. sharp for Squad
Drill under Sergt. Condon. Dress:
Muti.

Chinese Company.
Advanced men of the Chinese
Company to be detailed by the
O.C. will parade at the Police Train-
ing School, Kowloon, on Wednes-
day, July 25th, at 6 p.m. sharp for
Extended Order and Baton Drill
under Inspector Paterson. Dress:
Muti, rifle, side arms, and trun-
cheon to be carried.

Flying Squad.
The final instructional patrol of
the month will take place on Thurs-
day, July 26th, and all members of
the Flying Squad are requested to
attend. Fall in at Central Police
Station at 5.15 p.m. sharp. Dress:
Khaki uniform.

Revolver Practice.—Members of
the Flying Squad who have not been
passed out in Part III. are required
to attend at the Kennedy Road
Range on Sunday, July 29th, at 9.30
a.m. sharp, for Revolver Practice
under Inspector Booker. Dress:
Muti.

Sharpshooters' Company.
No revolver practice will take
place on Wednesday, July 25th. A
revolver practice in light firing will
be held shortly, and date will be
announced later.

(Sgd.) W. Kerr, A.S.P.,
Adjutant.
Hong Kong, July 24th, 1928.

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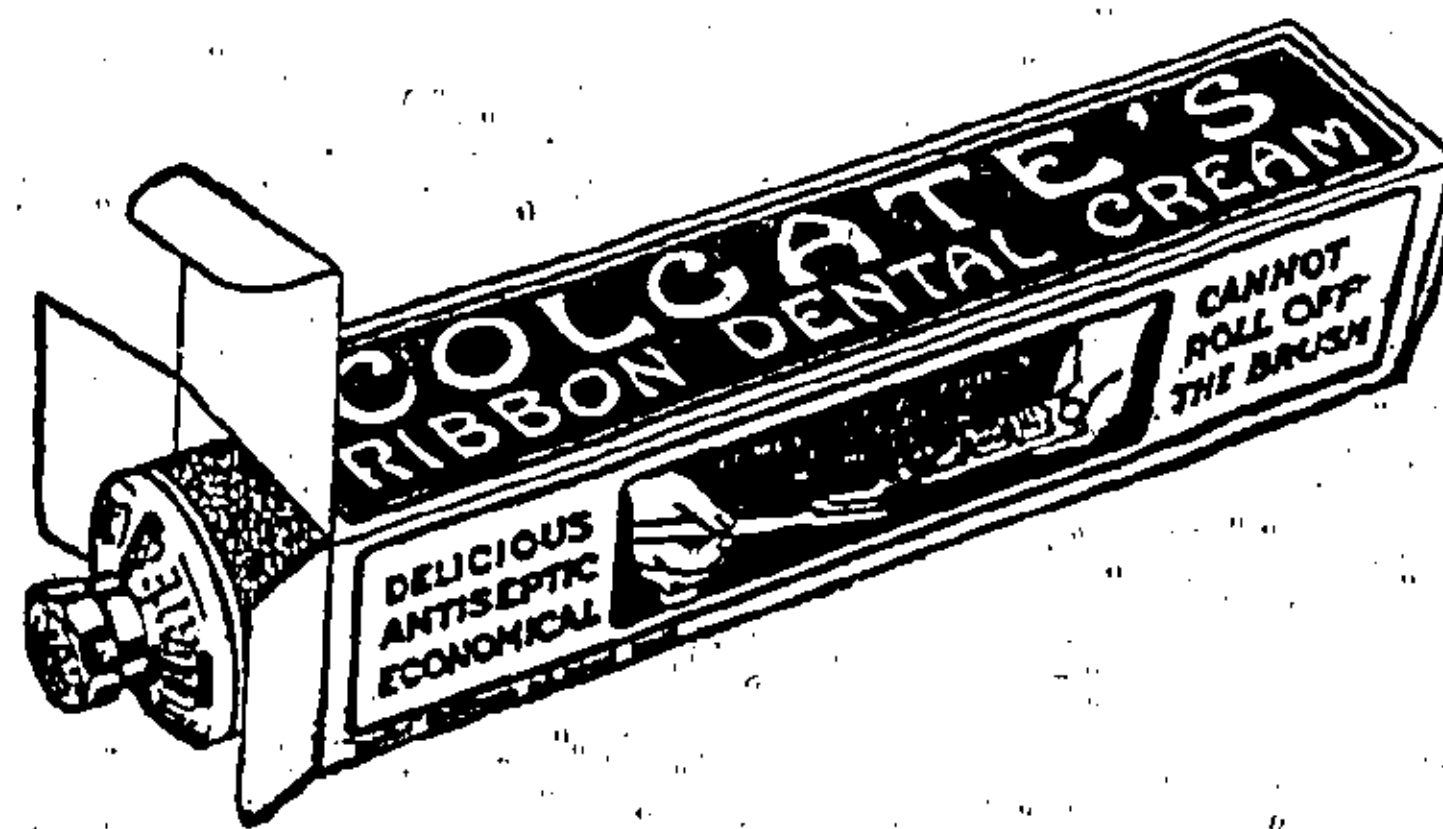
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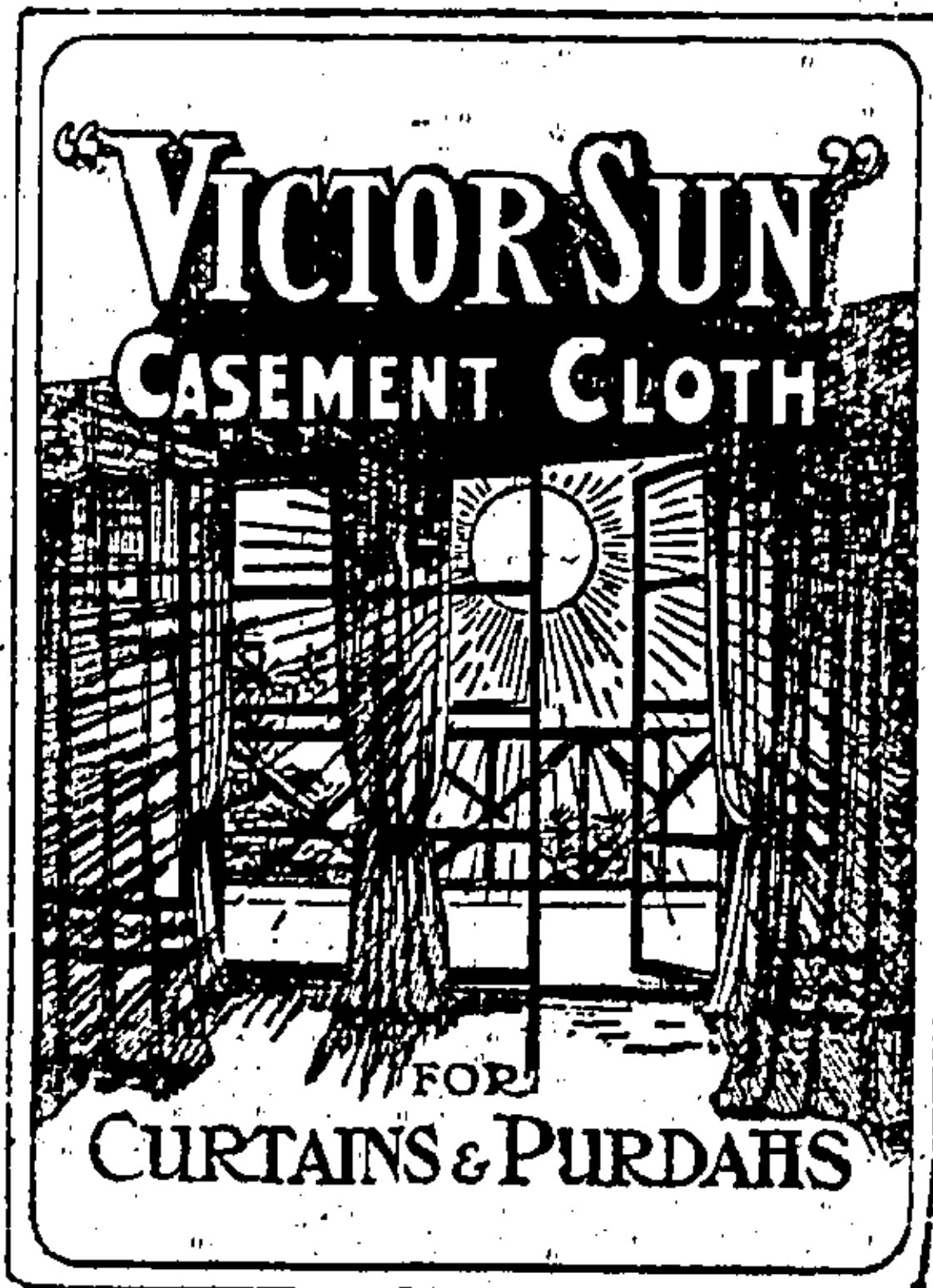


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KENNEDY ROAD INDECENCY CASE.

APPEAL HEARD BY FULL COURT.

ENGLISHWOMEN REPEAT THEIR EVIDENCE.

CLOSE CROSS-EXAMINATION.

An application for a re-hearing of the case in which Chung Yee Fam, a young Chinese, was sentenced to one month's hard labour by Major C. Willson for indecent behaviour in Kennedy Road on the 21st May, was granted in the Full Court yesterday before the Chief Justice (Sir Henry Gollan) and Mr. Justice Jacks.

Evidence similar to that taken at the Police Court was again called and the case was adjourned before the prosecution had closed.

Application By Crown.

The hearing occupied both the morning and afternoon sessions and will be continued to-day. Most of the morning session was taken up by an application on the part of Mr. Somerset Fitzroy, Counsel for the Crown, for the appeal to be struck out because the form of notice did not comply with section 104 of the Magistrates' Ordinance. He submitted that the notice was a motion for a reversal of decision such as the Court had no power to entertain, not for a re-hearing. Sir Henry Gollan remarked that the procedure in Hong Kong was peculiar and such as he had never met with before.

Mr. Jenkin, Counsel for the defence, emphasised that Section 104 did not call upon him to set out in the notice of motion anything but the brief grounds of the appeal. He was not called upon to say that he asked for a re-hearing. All the Court had to be satisfied of was that it had before it a motion which briefly set forth the grounds of dissatisfaction of the appellant.

Sir Henry Gollan giving the decision of the Court upon the point said: "I think, in the circumstances of the case, it would be giving too much importance to a mere verbal departure from the provisions of Section 104, to uphold the objection taken by Mr. Fitzroy, and consequently I think we may treat the notice of motion as one for a re-hearing and follow the procedure subsequently laid down under Section 105."

Question Of Identity.

Mr. Jenkin, for appellant, analysed the evidence given before the Magistrate and argued that there was sufficient ground for a re-hearing. Recalling the circumstances of the case he said that Mrs. F. Lea and Mrs. L. Leppard were walking along Kennedy Road on May 21st, at about half past seven in the evening, when a Chinese riding a motor-cycle drove into Kennedy Road from Macdonnell Road, dismounted from his machine, walked past ahead of them and committed the offence complained of.

Mr. Jenkin said he had no doubt that the ladies were insulted, as they said, but he would show that the defendant was not the man.

In reply Mr. Fitzroy pointed out that the defendant was seen clearly under the lamp by the witnesses.

Re-Hearing Granted.

Opening the afternoon session, the Chief Justice said: There is a rule that the decision of a Magistrate on a question of fact should not be upset except on grounds which raise a serious question as to whether he has come to a right conclusion or not. The reasons for the rule are obvious. The magistrate has had an opportunity of hearing the whole of the evidence, not merely being confined to a précis. He has watched the demeanour of the witnesses and has also heard the way in which they have given their evidence. But in this case we think grounds have appeared in the course of the argument which raise the question whether the Magistrate had come to a right decision or not. I don't propose to go into this question now as it would be rather prejudging what we shall hear. We have come to the conclusion that there are grounds on which we ought to grant a re-hearing of this case.

Mother And Father As Witnesses.

Mr. Jenkin (for the defence) asked leave to call the father of the defendant who could prove that when he left his son at 8.15 p.m. the latter was wearing the clothes he had on when arrested at 9 o'clock. He also wished to call the mother who would tell the Court that she saw her son at 8 p.m. and that he was then dressed in the same brown clothes he had worn all day. Leave to call these two witnesses was granted.

The Full Story Retold.

Mrs. F. Lea was then called to the witness-box. In reply to questions put by Mr. Fitzroy, she described the incidents of the evening in question. She said that she and her friend were walking from Wanchai to the Kennedy Road quarters, at the junction of Macdonnell

and Kennedy Roads they saw the motor-cycle which passed them going in the direction of Wanchai. She noticed that the rider wore a white shirt and brown macintosh overalls. She continued to walk slowly towards Block B when she heard a motor-cycle behind her and saw the rider, the same man who had passed them a few moments before, dismount and lean his bicycle against the railings opposite to a house called the Hermitage which stands at the junction of Macdonnell and Kennedy Roads. The man overtook them and standing under a lamp committed the act of which the defendant is accused.

Mrs. Lea, the witness, said that she heard her little girl's voice and leaning over the railings saw her with her husband on a path, running parallel to Kennedy Road, which joins the road by a flight of steps. She shouted to her husband to come up, and he ran up the steps to her. When she shouted the man under the lamp ran and was lost sight of round a bend in the road before her husband arrived. The two women and Mr. Lea stood for about 5 minutes by the bicycle and then went down to Block B where the latter phoned the police. They had met none else in Kennedy Road and she had at once identified the prisoner in the parade of 7 men held at the Central Police Station the following morning.

Thick-set.

Cross-examined by Mr. Jenkin, Mrs. Lea said that although she had seen the man's face she could not describe it. She had gone with Mrs. L. Leppard to the Police Station on May 22nd and went down first to the compound where the parade was held. None of the 7 men had moved while she was there. The man she had picked out was dressed in clothes somewhat similar to those he was wearing now in Court, the other men had much the same sort of clothes.

Mr. Jenkin: You told the officer in charge of the parade "from his build and appearance I believe that is the man."—Yes.

Mr. Jenkin: What is there about his appearance that struck you?—He is rather thick-set for a Chinese.

Witness admitted that there were other thick-set men in the parade but the defendant "seemed more so." In her opinion, Mr. Jenkin pointed out that witness had admitted she did not see the man's face at the time of alleged offence and that he was wearing different clothes on the parade, she had therefore relied on his build in identifying him. While she was standing with her husband and Mrs. Leppard by the bicycle she had seen a man going up Macdonnell Road and had recognised him as the man who had misbehaved himself because he was dressed in the same way.

At The Central Police Station.

Mrs. L. Leppard in the witness-box corroborated Mrs. Lea's story. Cross-examined by Mr. Jenkin as to what occurred at the Central Police Court on the morning of the identification parade, she denied having looked over the verandah into the compound either before the parade or during Mrs. Lea's absence.

Mr. Jenkin: Did you walk right down the line before you picked out the man?—No, I stood in front of the line and picked him out. She had recognised the man by his outline, appearance and features, having got a full face view as he stood under the lamp and seen him in profile when he passed her on foot.

Questioned whether she would have recognised him in the street, witness replied: "I should have quite clearly recognised him again in the street."

Mr. Jenkin pointed out that, since she stood, according to her own account, in front of the line of men and had not passed down it, she had not been able to get a profile view. The witness replied that the men on the parade did not stand "like statues," they were moving their heads and looking at her.

In answer to Mr. Fitzroy, witness said: "I stood in the middle of the line and pointed out the man without any hesitation." The hearing was adjourned until 10.30 to-day.

ROUND THE POLICE COURTS.

ITALIAN MOTOR ENGINEER FINED.

RECKLESS DRIVING CHARGE.

Mr. J. Giovanni, engineer in charge of the F.I.A.T. Garage, was summoned before Major C. Willson at the Central Magistracy yesterday for reckless driving on Stubbs Road on July 10th.

Sub-Inspector Alexander, outlining the case, said that the defendant was driving behind a Hong Kong Hotel motor bus in Stubbs Road and at a bend he overtook the bus. At that time two private cars, Nos. 990 and 293, were approaching in the opposite direction, and these vehicles had to be pulled up suddenly to avoid a collision with the defendant's car.

The driver of car No. 990, Colonel J. S. Bostock, R.A.M.C., who was called as a witness, said that he was following car No. 293, being about 20 yards behind, when the car stopped suddenly and he had to do the same. Witness understood the reason when he saw the defendant's car overtaking a large vehicle on the wrong side of the road and at the bend.

Replying to the Magistrate, witness said that defendant's car was going at a reasonable speed.

The Chinese driver of car No. 293 corroborated this evidence and said that defendant's speed was between 25 and 30 miles an hour.

Mr. Giovanni, speaking in Italian, explained that he overtook the bus on receiving a signal from the driver of that vehicle. As it was difficult to indicate the position of the cars, he asked his Worship to visit the scene.

Remarking that the defendant had had a week in which to prepare his defence, his Worship imposed a fine of \$50. He thought it unnecessary to visit the place as they all knew it.

Mr. Giovanni was apparently dissatisfied with the Magistrate's decision and was understood to protest against it.

TROUBLES OF AN AMERICAN SEAMAN.

A seaman electrician named G. L. Apter, of Jacksonville, Florida, was charged before Mr. W. Schofield at the Kowloon Magistracy with stowing away on the s.s. *President Grant* from Manila. Defendant was discovered in one of the ship's lifeboats a day after the vessel had left Manila for Hong Kong.

Mr. H. T. White, of the Dollar Steamship Company, was present in Court.

Pleading guilty defendant made a long statement in which he explained that he had been four months without work. A friend had given him the names of several gentlemen in Hong Kong who could possibly give him work, and he asked the Magistrate to give him the opportunity to see them. He was willing to pay for his passage from Manila as soon as he secured work. Defendant added that he had served three years during the war with the American Army in France.

The Magistrate was informed that the fare from Manila to Hong Kong was \$75.

His Worship: But that's first class!

Mr. White: There is no steerage for Europeans. Was defendant given first class accommodation?

Defendant: I was treated very nicely. I think I only missed five meals. I am willing to pay for that.

His Worship (to defendant): You can't put up any bail I suppose?

Defendant: No sir, I have no money. I give you my word as an ex-soldier that I will be here, if that's worth anything.

It was decided to remand the defendant for three days in police custody to enable him to see the gentlemen he mentioned.

\$20,000 OPIUM FINE.

The seizure of 378 tael illicit opium on board a fishing boat in the harbour was mentioned before Mr. R. E. Lindsell at the Central Magistracy when the boatman was charged with unlawful possession of the drug.

Chief Preventive Officer Clarke said that the boat was coming from the direction of Wanchai when it was stopped by revenue officers. The opium was contained in a sack and attached to it were a long rope, a heavy stone and a float. It had apparently been hauled up from the water only a short time before.

Defendant, who said that the opium was transferred to his boat from another boat at Aberdeen, was fined \$20,000, or 12 months' hard labour.

For possession of eight tael of illicit opium, a Chinese employed on the s.s. *Chung On* was fined \$600, or three months' hard labour. Another man from the same vessel charged in respect of 20 tael of opium was discharged owing to insufficient evidence.

Three months' hard labour was passed on a Chinese who was found boiling opium at Shauiwan.

(Continued on next column).

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SINGAPORE MOTORIST SENTENCED.

TWO YEARS FOR MR. S. F. MILLER.

SILENCE OF THE ACCUSED.

Singapore, July 18th.

Sentence of two years' rigorous imprisonment was passed on S. F. Miller by the Acting Chief Justice (Mr. Justice Sproule) at the Singapore Assizes Court, when Miller was found guilty of causing death by a rash act when driving a motor car. The accused had previously pleaded guilty to driving a motor-car without a licence, but his Lordship said that as the two charges were mixed up, he would not sentence him on that count.

The girl, Helen Tucker, who was riding with the accused in the front seat at the time of the accident, and was the only witness for the defence, was greatly moved after sentence has been passed and two other men, who appeared to be relations of the accused, were also moved to tears.

The whole of the morning's hearing was taken up by the prosecution. The jury also visited the scene of the accident, at the foot of Anderson Bridge, where marks on the road caused by the collision are still visible.

The accused, who was not legally represented, elected to remain silent, and the only witness called by him was Helen Tucker, who is connected with the Manila Shows. She said that she and another girl left the Manila Shows in company with the accused to go to the Burlington Hotel. On the way they met Mr. Petersen and Mr. Hodgins, who asked them for a lift. At the Burlington the other girl left the car and witness, Miller, Petersen and Hodgins went on to the Egg Club where they remained for about half an hour. At no time during the journey back did the car exceed 20 miles per hour and when the accident occurred it was well on the left side of the road. The taxi-driver passed on the wrong side of the lamp post and ran into them.

Contradictory Evidence.

Addressing the jury, the Deputy Public Prosecutor said that they could not believe the evidence given by the accused's witness implicitly, since it was in direct contradiction to the position in which the cars were found. They had seen the marks on the road and the accident could not possibly have occurred near the curb on the left hand side.

His Lordship summing up, urged the jury to reject a good deal of the direct evidence given by the taxi drivers since it had been contradicted by the Chinese police constable. He also described the evidence of Helen Tucker as being unimpeachable. He asked them to go by the circumstances of the accident.

After a brief retirement the jury returned and unanimously found the accused guilty of causing the death of Mr. Hodgins by a rash and negligent act. His Lordship passed sentence as stated above.—*Straits Times*.

INDIAN SOLDIER AND A WATCH.

The rather complicated case of an Indian soldier charged with the larceny of a watch was dismissed yesterday at the Kowloon Magistracy by Mr. W. Schofield.

It appeared that the defendant, Sohan Ram, bought the watch from a Chinese for \$2. He wore it for a few days and finding that it was not working properly, he gave it to another soldier to take it to a watch-maker for repair. At the watch-maker's shop, the watch was recognised as one which had been missing from the shop. The soldier was arrested and from what he told the Police, the defendant was taken into custody.

In discharging the defendant, Mr. Schofield said that there was not sufficient evidence to convict. The watch was ordered to be returned to the watch-maker, who had to pay \$2 to the soldier—the price which he said he had paid for the watch.

CORRESPONDENCE.

ROYAL COLONIAL INSTITUTE'S DIAMOND JUBILEE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—As the Hon. Corresponding Secretary of the Royal Colonial Institute in Hong Kong I have been requested by the Council in London to endeavour to obtain as many new Non-Resident Fellows as possible from this Colony.

Ordinarily Non-Resident Fellows have to pay an entrance fee of \$1. 1s. 0d., and an annual subscription of \$1. 11s. 0d., but in order to mark the Diamond Jubilee of the Institute, the Council have decided to suspend entrance fees in the case of all applications for membership posted to or received at the Institute before the end of September.

As the Prime Minister, Mr. Stanley Baldwin, said in a recent message "the Institute has done invaluable work in promoting the increase and diffusion of knowledge respecting all parts of the British Empire."

It is to be hoped that Britons out here will take this opportunity of joining the Institute as Non-Resident Fellows.—Yours, faithfully,

H. E. POLLOCK.

Prince's Building, July 27th.

CLOCK FOR UNIVERSITY TOWER.

IN MEMORY OF THE LATE SIR PAUL CHATER.

It is hoped that before long the Hong Kong University will have a memorial to the late Sir Paul Chater which is to take the form of a clock in the tower.

Messrs. Johnson, Stokes and Master have received a letter from the official trustees of Bengal, the trustees of the Armenian Holy Church of Nazareth, Calcutta, and the residuary legatees of the estates of the late Sir Paul Chater asking them to forward a copy of the appeal to the Chinese Chamber of Commerce and to ask for subscriptions from the Chinese merchants.

The matter was discussed at the monthly meeting of the Chinese General Chamber of Commerce yesterday. Mr. Li Yau Tau, the chairman said that they should respond as quite apart from this token of respect to the memory of Sir Paul Chater, a clock in the tower would be of practical assistance to the Chinese students there. A subscription list has been opened.

SINGAPORE GOLFER'S WARNED.

TIGRESS COMES TO WATCH THE PLAY!

Singapore, July 18th. Members of the Singapore Golf Club and Singaporeans given to cross-country walks will be well advised to gang warily for a few days, since a tigress with a cub was seen on the Bukit Timah Golf Course, says the *Straits Times*.

The groundsman telephoned to the hon. secretary of the Golf Club that a tigress and a cub had been seen at the fourteenth hole on the course.

The last occasion on which a tiger was reported on the Island was about two years ago when a coolie working in the Woodlands district was attacked and fatally mauled. From time to time during the last few years tigers have swum across the Straits, but it is a very long time since one has been seen so near to the suburbs as the Bukit Timah Golf Course—six miles from town.

The presence of the cub is a mysterious feature, and unless it achieved the long swim across the Straits it must either have been born on the Island or walked across the Causeway.

MARSHAL LI CHUNG JEN'S RECONSTRUCTION PROPOSALS.

CANTON'S SEVEN REASONS FOR SUPPORTING HIM.

OUSTING MILITARISM AND RESTORING PEACE.

CIRCULAR TELEGRAM OF PIOUS HOPES.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 24th.

The Canton Branch of the Central Political Council has today despatched a circular telegram to the Central Political Council at Nanking, the Executive Committee on Military Affairs, and to all the Provincial and Municipal branches of the Kuomintang throughout China, urging them to give their undivided support to Marshal Li Chung Jen's plan for the rehabilitation of China.

Marshal Li Chung Jen, Commander-in-Chief of the 4th Independent Army, who is now in Peking in conference with Marshals Li Tsai Hsin, Feng Yu Hsiang, Chiang Kai Shek, Yen Shih Shan and others, has also sent a circular telegram to the important official organs of the country, announcing seven points for the reconstruction of China.

Among these seven points were methods for the disbandment of superfluous troops, the opening up of home industries to give employment to discharged soldiers, the pacification of the three Eastern Provinces now under the control of Chang Hsueh Liang, the promotion of the general welfare of the people throughout the country, and the straightening up of the affairs of the Party.

CANTON'S LEAD.

The Canton Political Council was among the first important political bodies to support the Kwangsi Marshal's plans. The Council praised the Marshal's ability and foresight and urged that his scheme should be accepted. The telegram adds "seven strong reasons why every one should uphold Marshal Li Chung Jen's seven points."

A free translation of the Canton Political Council's seven reasons follows:

"1.—Chang Hsueh Liang is still controlling the territory northeast of Shanghai and is committing acts of depredations not calculated to inspire confidence. He is anathema to every one possessing the slightest spark of patriotism. His recent discomfort at Peking and in Chihli have been hailed as a sign of the rapid disappearance of militarism. Our armies should carry the military campaign into Manchuria and complete the task of ousting militarism from China. But to do so would be to inflict further suffering on innocent people who are in no way connected with the warlords. Moreover, such an expedition would rise to other contingencies, the consequences of which might be most discouraging. As pointed out by Marshal Li Chung Jen, the best way of solving the Manchurian question would be to resort to peaceful political tactics. To invade and conquer the Three Eastern Provinces is not necessary, as it would surely bring untold suffering to the people.

"Secondly, Peking has been captured, and military activities on a wide scale should come to a close. The armies should be reduced and military expenses curtailed. This is of the utmost importance and should be done without delay. Marshal Li Chung Jen's policy of converting soldiers into labourers is, to us, the fundamental way of solving this complicated problem.

"Thirdly, Military activities having been brought to a close, people should be given an opportunity to recuperate. They should be encouraged to devote more time to the cultural and aesthetic side of life. Filial piety, benevolence, sincerity, reverence and other precepts, which have been so characteristic of the Chinese civilization of the past.

STEEL WHEELS FOR CANTON RICKSHAS?

GOVERNMENT ORDER NOT BEING OBEYED.

The Bureau of Public Utilities some months ago submitted a proposal to the Municipal Government for rickshas to be equipped with steel wheels instead of the usual wooden spoked ones, such change to be effected within three months time. The proposal further provided in the event of this being accepted, if the ricksha companies do not conform to the ruling, their licenses are to be cancelled and new tenders for the ricksha service called for.

The proposal was approved by the Municipal Council on February 18th last, but was not officially announced until April 10th, so that the three months allowed for the change to be made start from the latter date.

This period will be expiring within these few days, and nothing has yet been done by the ricksha companies. The chief of the Bureau of Public Utilities applied to the Municipal Council for instructions whether this order is to be rigidly enforced. The decision of the Council has not been divulged.—Canton Gazette.

FOURTEEN MARKETS FOR CANTON.

MUCH NEEDED AMENITY.

Canton possesses but one properly constituted market, and that is the Yu Shan Market, off Wing Hon Maloo South. There are no markets anywhere else in the city, but in different localities meat and vegetable vendors congregate and erect stalls at the side of the road. There are no hygienic arrangements for the proper storage and handling of the foodstuffs offered for sale, and the stalls very often form obstructions along the kerb.

In pursuance of the policy of municipal improvement, Mr. Fung Wai, Chief of the Bureau of Public Utilities plans to construct markets at various points throughout the city. Fourteen sites have been selected, but the whole question is still under consideration, and nothing definite has yet been arrived at.—Canton Gazette.

ANTI-JAPANESE BOYCOTT AT WUCHOW.

100 BALES OF COTTON ARBITRARILY CONFISCATED.

BOUGHT FROM E. D. SASSOON & CO.

A letter was read at the Chinese General Chamber of Commerce meeting yesterday stating that the anti-Japanese boycott is stringently being enforced in Wuchow.

A merchant who bought 100 bales of cotton from Messrs. E. D. Sassoon & Co., Ltd., here wrote to say that when the goods arrived at Wuchow they were seized on the ground that they were of Japanese origin.

He produced the invoice to show that the goods were bought in Hong Kong from a British firm, but to no avail. Representations made to the District Kuomintang Bureau also prove fruitless.

HEALTH OF THE COLONY.

ANOTHER CASE OF PLAGUE.

Four more cases of enteric and two fatalities were reported last week. There were also four fatalities from influenza. The only other notifiable cases were one of small-pox and one (fatal) of cerebro-spinal fever.

On Monday another case of plague was notified. There were also two cases of enteric and one of puerperal fever.

All patients in question were Chinese.

FENG'S POLITICAL BOMB-SHELL.

PEKING, July 20th.

Before General Feng Yu Hsiang's departure, writes Mr. Rodney Gilbert in the North China Daily News, he publicly advocated devolution from dictatorship by a small group of the Kuomintang. He said that Kuomintang principles should rule, but that the governing personnel should include all persons of ability, irrespective of party affiliations.

This is being feverishly discussed in all circles, not only because it is a blow at the Kuomintang's exclusive prerogatives in the hour of victory, but because there is no clue available to General Feng Yu Hsiang's purpose. The community is further perplexed now, since General Li Tsung Jen privately, and Marshal Chiang Kai Shek publicly are endorsing Marshal Feng's suggestion; while, in an alleged outline of Kuomintang policy posted and painted on conspicuous walls, much stress is laid on local autonomy, self-determination, local governments and distinction between local, provincial and national revenues.

Appeal to Northern Feeling.

Now it is obvious that General Feng is appealing to the sympathy of the great mass of northern opinion, which is resentful of the Kuomintang's seizure of offices, suspicious of the party doctrines and fearful of radical interference in local affairs; while Marshal Chiang Kai Shek hastens to make the same appeal to the North because the new doctrine covers his alliance with a non-party Manchurian. It is now determined that after the reorganization of the Shantung-Chihli forces, which are still recalcitrant, Marshal Chiang Kai Shek will leave Feng Chen Wu in Jehol and Chen Tiao Yuan in eastern Chihli to support General Yen Hsi Shan in Shansi, or hold this area if Feng Yu Hsiang's agitation worries Yen out.

Breaking Down Barriers.

The Peking Hotel today is the residence of Marshal Chiang Kai Shek and his wife, Mr. T. V. Soong and other high officials, plus the usual bodyguards. This move to the heart of "imperialism" is interpreted by "imperialism" as an effort inspired by Mr. Soong to break down the barrier of foreign reserve.

A further effort is seen in Marshal Chiang Kai Shek's reception to-morrow of the whole Diplomatic Corps. It is privately promised now that Peking will be the provincial capital. It is even hinted that the decision to establish the capital in Nanking is not irrevocable, especially as all the leaders are impressed with Peking's vastly superior buildings and facilities.

CHINESE HERBAL TREATMENT.

COOLIE'S DEATH.

CORONER AND TUNG WAH DOCTOR.

ACCIDENT CASE NOT REPORTED TO POLICE.

Another instance of death following Chinese Herbal treatment was related at the inquest held at the Central Magistracy yesterday afternoon. Mr. R. E. Lindsell acted as Coroner.

A Chinese coolie named Tang Look was admitted to the Government Civil Hospital last April 8th suffering from injuries to his right leg following an accident on the Pokfulam Road outside the Pump Station near the University. The deceased at the time expressed his wish to receive Chinese Herbal treatment and was accordingly transferred to the Tung Wah Hospital. He died on the 8th instant.

Dr. F. W. Kirk, of the Tung Wah Hospital said that the deceased was brought to the Hospital on April 11th having been transferred from the Government Civil Hospital. The deceased, who wanted to receive Chinese Herbal treatment, was suffering from a compound fracture of the right leg. Witness did not see the patient until after he had died. The primary cause of death was given as fracture of the leg and blood poisoning.

The Chinese Treatment.

In answer to the Coroner witness said that he was the consulting Medical Officer of the Hospital and general supervisor. It was not necessary for him to attend any patients who received the Chinese Herbal treatment.

The Magistrate asked witness if he knew whether the Chinese medical treatment had successfully cured any patients suffering from broken limbs.

Witness replied that the Chinese staff of the Hospital had a reputation for the treatment of fractures.

Police Not Notified.

The Coroner: This man, I believe, died and was buried without any notification to the Police?—The Doctor on duty at the time did not realise that this was an accident case. "He came from the G.C.H. to receive Chinese Herbal treatment."

The Coroner then pointed out admissions of such cases should be reported to the Police in view of the fact that if they ended fatally it might be necessary to hold a Coroner's inquest.

The witness said that he had no knowledge of the case. He saw the body at the Morgue but nobody identified the body, and burial certificate was made out but the Police were not informed. The deceased was registered at the Hospital as Tang Look but no relatives or friends were interested in his death.

Coroner: Then he was buried on your certificate?—"Yes."

No Statement From The G.C.H.

Witness said that he regretted that he was unaware of the fact that the patient was suffering from the effects of an accident and that the Police would want to know particulars. "For all he knew the patient might have fallen down a stairway."

The Coroner replied that an accident of that nature would have come under the attention of a Coroner. He asked the witness whether he realised the necessity of informing the Police before the patient's death. Witness replied that he did not.

Coroner: I trust that in future you will realise the importance of these cases. Assuming that the man had died as a result of an accident the driver might be liable for manslaughter.

Witness replied that to the best of his knowledge he did not receive any history of the case from the G.C.H. However, he would approach the officials of the Hospital to see that in future cases of this kind were watched carefully and that progress would be reported to the Police.

The Driver's Evidence.

Tsang Kam Lam, the driver of the car which knocked the deceased down, said that he was a licensed driver with some five years experience. At about 3.30 p.m. on April 8th he was returning from Aberdeen with some passengers for West Point. When opposite the Pumping Station he saw two Hong Kong Hotel buses parked there. An Aberdeen Motor Bus was approaching in the opposite direction. There were three or four coolies on the road and the bus was approaching on the left side. (Continued at foot of next column.)

NEW PASS-WORD FOR SQUEEZE.

"CHICKEN AND CURRY."

HARD SWEARING IN TRAFFIC SUMMONS.

A Chinese, named Lau Tak Yam, appeared before Major C. Willson at the Central Magistracy for causing obstruction at the corner of Cleverley Street and Connaught Road by leaving his car unattended. Mr. F. X. d'Almada e Castro appeared for the defendant.

Plea For Leniency.

The Indian Constable who summoned the defendant said that he was directing traffic at the corner of Cleverley Street and Connaught Road on the morning of the 8th instant.

Defendant parked his car outside the Tung Ah Hotel and went into the hotel for fully 15 minutes. He had a watch at the time. When defendant was spoken to he became insolent and said something in Chinese. Witness took his number and returned to his post. The defendant then came up in his car, saluted and said "Fun Ching" meaning "leniency." Witness "took no notice."

"Knew The Victoria Gaol."

Cross-examined witness was asked if he had ever demanded "Kary Kai" (curry and chicken) from defendant saying that if it was not forthcoming he would summon the defendant for obstruction.

Witness replied that he would never think of doing such a thing, and added that he knew Victoria Gaol.

Curry And Rice.

The defendant said that he stopped outside the hotel to see someone. He was in there some two or three minutes when the constable called him out and said: "You are obstructing the traffic. I shall take your number. Have you any 'Kary Kai' (curry and chicken) if so it will be all right." Witness said that he replied, "no," and the constable said he would take his number. He did not pass the constable or duty, nor did he attempt to speak to him or salute him.

Magistrate: Was your car unattended?

Witness: Yes, but I only went in for a few minutes.

Magistrate: The constable has said that you were inside for 15 minutes.

Witness: I was not.

Magistrate: What do you understand by "Kary Kai"?

Witness: I have been told by several drivers that when an Indian constable asks for "Kary Kai" it means "tea money or squeeze."

The Magistrate then adjourned the hearing to see the place where the car was stated to have been parked.

40,000 PERSONS BURNED TO DEATH.

"RED" ATROCITIES IN HAINAN.

BIG AREA DEVASTATED.

That 40,000 persons were burned to death when seven thousands houses were set on fire by the Communists in King Ngai, Hainan, was stated to the Chinese General Chamber of Commerce at their monthly meeting held yesterday, by the representative of the Ho Lok Fong Association.

He made a strong appeal for help and told the members of the Chamber that an area of ten square li was devastated by the Communists and that the population were terror-stricken and reduced to a state of dire poverty.

So far the Ho Lok Fong has been able to send 18,000 men to Bangkok as labour emigrants, but lack of funds has prevented them from doing more.

The Chinese Chamber of Commerce advised that the appeal should be lodged with that excellent organisation the Tung Wah Hospital.

He intended to pass the coolies on the left side of the road and when he sounded his horn, they ran over to the other side of the road. They all got safely across except the deceased who was an old man. He applied both his hand and foot brakes, but the bumper hit the man on the left side and knocked him down. He could not avenge on account of the presence of the buses. He pulled up immediately and found the old man lying a few feet away from his car. At the time there was no sign of his leg being badly fractured, and he put him in the car and took him to No. 7 Police Station, and later to the G.C.H.

The hearing was adjourned.

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NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 30th DAY of JULY, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	New Kowloon Island Lot No. 1143	Between New Kowloon Island and the Mainland, at Shamshuipo	As per plan	7,440	52	9,900

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
2	New Kowloon Island Lot No. 1143	Between New Kowloon Island and the Mainland, at Shamshuipo	As per plan	1,104	6	1,550

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THE Undermentioned Certificates for 300 Shares in this Company, standing in the Name of JOHN MACNAB, Deceased, late of 2, GLENCAIRN DRIVE, POLLOCKSHIELDS, GLASGOW, have been LOST, and it at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, Other Certificates for the Said Shares will be issued by the Company and thereafter No Other will be acknowledged.

Certificates for	Shares	Nos.
" 15	4892-4896	"
" 15	4897-4901	"
" 20	7030-7049	"
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The Daily Press.

Hong Kong, July 25th, 1928.

THE PANAMA CANAL.

APART from the Great War probably the most important event in the history of the world during the last hundred years was the construction of the Suez Canal and the consequent opening of a new era of commerce and inter-communication of all kinds between East and West. But the development of world trade and the political and psychological reactions summed up in the phrase "the Awakening of Asia," received a second impetus of almost equal significance with the opening of the Panama Canal. The Canal has also been one of the big factors in American industrial development during the last ten years. It has removed an insuperable obstacle to direct shipping trade between the East and West coasts of the United States, and by a great reduction in distances has opened new markets for the Eastern States in the Far East, the West coast of South America and Australia.

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The records of the Panama Canal show the rapidity of its commercial development. In 1915 the number of transits was 1,075, with a net tonnage of close upon four millions; by 1920 these figures had nearly doubled, while in 1927 the transits numbered 5,475 and the tonnage was 28 millions. Of that amount about one half both of transits and tonnage were American and a quarter were British. Norwegian ships made 285 transits, Japanese 165 and vessels of other nations considerably smaller numbers.

The one difficulty that arises with regard to the Panama Canal is that it has very nearly reached the limit of its capacity for dealing with shipping. In ten years time, if anything like the growth of previous years is maintained, the Canal will be entirely inadequate to meet the demand. Nor is there any doubt that this progress will be maintained even if China is denied the expanse of commerce which peace and stable government would bring. American exports to Chile and Batavia now amount to 58 and 23 per cent. respectively of the total imports of those countries as compared with 23 per cent. and 6 per cent. about ten years ago. Between 1913 and 1920 American trade with Japan increased five-fold and with India during the same years from G. \$162 millions to G. \$537 millions. The increase of business with the Dutch East Indies, New Zealand and Australia has been proportionate. To meet the opportunities that are offered and to ensure that there shall be no check upon this accelerating current of traffic the Committee on Inter-Oceanic canals is already

conducting an inquiry into the possibility of either widening the canal or constructing a second one. Of the two projects a new canal seems the better. Grave engineering difficulties beset any appreciable increase in the size of the Panama Canal, but the piercing of a second water way in Lake Nicaragua should not prove a vastly difficult feat. The Republic of Nicaragua has offered facilities and no trouble should be experienced on that score.

Certain international difficulties, however, may attend the construction of a second canal. Under the Hay-Pauncefote Treaty of 1901 long before work on the present canal had been commenced, America agreed, in the event of its completion, that an equal toll should apply to the ships of all nations. Congress subsequently exempted American coastal shipping, but a reversal of this decree and the honouring of the letter and spirit of the Hay-Pauncefote Treaty was one of the political triumphs of the late President Wilson, the exemption being annulled in July, 1914. This question of dues would possibly arise again if a Nicaraguan canal were built.

Customers are reminded that there are only three more days of the Stocktaking sale at the Princes Silk Store.

A report made to the police by the salesman of the Standard Oil service store in Leighton Hill Road states that eleven tins of motor oil, valued at \$13.90, were stolen on Sunday night.

Revenue officers who visited the Yau-mai typhoon shelter early yesterday morning were rewarded with a find of a large quantity, stated to be over 1,000 taels, of illicit opium on a sampan. There were no occupants on board.

The young Chinese painter who was remanded from Monday on charges of trespassing on Stonecutters Island and breaking into the range Canteen was ordered by the Kowloon Magistrate yesterday to be given three strokes of the cane on the first charge and a further eight strokes on the second.

THE WATER SHORTAGE. MANY COMPLAINANTS TO CHINESE CHAMBER OF COMMERCE.

At the monthly meeting of the Chinese General Chamber of Commerce yesterday, the secretary, Mr. Ip Lan Chuen said that they had received many and voluminous complaints from Chinese residents regarding the scarcity of water in the Colony.

Mr. Li Yau Tsun, the Chairman, said that on Friday last he and the Hon. Dr. R. H. Kotewall called on Mr. Henderson of the Water Works. They had done all they could to urge the authorities to instal a pipe line enabling the Colony to draw water from the mainland. This matter is now commanding the serious attention of the authorities.

It was also explained that the reservoir at Pokfulam, if filled, could only supply the part of the Central district effected for about three weeks. It gives out an average of 750,000 gallons a day.

As a result of representations being made to the Water Authorities, six more street hydrants have been brought into use in the Central district. It is also suggested that if the shortage gets serious, water boats will be employed to bring water from the Eastern district.

With regard to street hydrants, the Chamber suggested that they would ask for police protection against water sellers, who generally form a long queue throughout the day and thus lessen the chance of residents of the neighbourhood being able to draw water for themselves.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated:—Local Forecast.—Light S.W. winds, veering to N.E., later fine. Typhoons.

The western typhoon is less than 300 miles E.S.E. of Aparri, moving westward.

A message received here from Manila gives the approximate positions of three typhoons at 10.30 a.m. yesterday.

1. In about 128° East, 19° North; direction unknown.
2. In about 130° E., 29° N.; moving N.W.
3. In about 141° E., 10° N.; recurring North-Eastward.

CREMATORIA IN THE COLONY.

FOR JAPANESE AND INDIANS.

SANITARY BOARD BUSINESS.

OBJECTIONS TO SEA WATER FOR CLEANSING.

Questions relative to crematoria and sea water for road cleansing were asked yesterday at the fortnightly meeting of the Sanitary Board.

Those present were Mr. W. J. Carrie (President), Mr. J. Watson (Secretary), Mr. J. P. Braga, the Hon. Mr. H. T. Cressy, C.B.E., the Hon. Mr. R. A. C. North, Dr. G. W. Pope (M.O.H.), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. C. Ho and Dr. W. V. M. Koch.

No Government Crematoria.

The following questions were asked by Mr. Wong Kwong Tin in connection with crematoria in the Colony:—

(a) The number of crematoria in the Colony.

(i) those established by the Government.

(ii) those established by private bodies.

(b) The number of burials which have taken place within the last six months.

(c) The number of cremations which have taken during the same period and at each crematorium.

(d) The number of cases (if any) where cremations have been applied for and refused.

9.—Is it a fact that the existing crematoria are insufficient to cope with the demand for cremations and if such be the case, what steps are the Board going to take?

10.—Has the general public been sufficiently informed of the advantages of the cremations in Hong Kong?

11.—What are:

(a) the conditions and

(b) the charges for effecting cremations at each of the crematoria?

Is a profit being made in each case and if so, how much?

The following were the replies questions given by Mr. W. J. Carrie:—

1.—(a) (i) None.

(ii) Two: the Japanese Crematorium at Sookunpo and the Sikh Crematorium at the Sikh Temple.

There is also a "burning ground" at the Central Cemetery, Kowloon, for Sikhs, Hindus and Dogras.

(b) 6,943 burials.

(c) 13 at the Japanese Crematorium and 11 at the Sikh Temple.

(d) None so far as I know on account of any lack of facilities. Cremation is, however, governed by Ordinance No. 5 of 1914 and regulations made thereunder, and cases might arise where cremation had to be refused.

2.—The numbers given above would appear to show that the existing facilities are sufficient.

3.—I am not aware of any propaganda in favour of cremation having been undertaken in Hong Kong.

4.—The Sikh Crematorium and the "burning ground" at Kowloon are confined to persons of the races named. It is not known what charges (if any) are made.

The Japanese Crematorium is owned by the Japanese Community in Hong Kong and is primarily for Japanese.

By the courtesy of the Japanese Community the crematorium is available for the cremation of persons of other nationalities on condition that it is recognised that Japanese have a prior claim to its use, that the present equipment is not altered and that a fee of \$75 is paid for each cremation. This was published as Government Notification No. 607 on the 17th December, 1920.

It is not known if a profit is made.

SEA WATER FOR CLEANSING PURPOSES.

BAD FOR ROADS.

Mr. Wong Kwong Tin further asked the following questions relative to water for cleansing purposes:—

(i) In view of the scarcity of water, is it not possible for arrangements to be made with the Chief Officer of the Fire Brigade to utilize sea water for cleansing purposes, except for general house cleansing?

(ii) It is a fact that water for cleansing streets is obtained from the mains? If so, can not the Head of the Sanitary Department devise means to ensure a supply from other sources?

(Continued on next Column).

JUDGE LOO APPEALS TO NANKING.

DISCIPLINARY COMMITTEE'S WANT OF JUSTICE.

REQUEST FOR A NEW COMMITTEE.

Judge Loo Hsing Yuan, says the N.C. Daily News, has lost no time in appealing to the Nationalist Government at Nanking against the decision of the Judicial Disciplinary Committee, which upheld the Kiangs Provincial Government's order dismissing him from the Presidency of the Provisional Court.

Judge Loo argues:—

"That the decision is in many respects erroneous and irregular, fundamentally defective and contrary to law."

James Made Judges.

In the first place the Disciplinary Committee was improperly constituted according to the law for the setting-up of such bodies. Further, Chen Ho Shen was on the Committee—in other words Judge Loo's principal accuser was made one of his judges.

In the third place Liang Jen Chic, an ex-judge of the Provisional Court, was allowed to file complaints against Judge Loo, on which the Disciplinary Committee took action without the accused being given an opportunity to answer.

Without Justice Or Fairness.

Judge Loo then proceeds to traverse the accusations made against him to show their trumpery nature and lack of foundation and he concludes:—

"To sum up, should your petitioner abide by the decision rendered by the Committee that has not been properly constituted, your petitioner would feel he had failed in his duty to uphold the law of the country and had injured the fair name of the people's Government as an arbiter of right and justice. Your petitioner therefore respectfully prays that the decision of the Disciplinary Committee be set aside and a new committee be appointed to deal with the case."

The President Of The Board Said In Reply.

1.—The Chief Officer of the Fire Brigade has always been willing to assist us and some years ago authorised the use of the fire boat for filling water carts. The use of sea water, however, for street watering was abandoned after experiments made in 1928. Its use on a water bound macadamised road is unsatisfactory as it ruins the road; its use on a tarred road or one with an impermeable surface is not, I understand, objectionable from the road engineer's point of view but complaints were received from the Hong Kong Automobile Association and from the Chief Officer of the Fire Brigade that the use of sea water on the roads caused skidding of motor vehicles.

2.—At present no street watering is done in Victoria and very little in Kowloon. Water is required for two purposes, house cleansing and side channel flushing and in normal times the water used is largely drawn from the mains.

Fresh Water For House Cleansing.

For house cleansing fresh water is essential as sea water will not mix with kerosene emulsion. For side channel flushing I see no reason why we should not use sea water if it can be made available. Some two months ago in anticipation of the present shortage I commenced enquiries. The question is a difficult one as with the substitution of motor refuse lorries for the old bullock dust carts and the abandonment of street watering, we have now no water carts on this side and no bullocks. It would be necessary, therefore, to have pumps and tanks at various levels. This question will be further investigated.

Meanwhile, as a result of a notice which I received last week from the Water Authority requesting me to cut down all house cleansing and flushing to a minimum especially in the neighbourhood of Caine Road and Bonham Road, I have made the following arrangements which will enable me to avoid using main water for any purpose in the City of Victoria west of Arsenal Street.

Two motor lorries, which have been lent to me by the Public Works Department are being fitted with water cart tanks which still remain in store. For house cleansing fresh water will be obtained from certain nullah supplies which have been in existence for many years and have always been used but, of course, only in the neighbourhoods in which they exist. The water will be conveyed by these improvised water carts to the house cleansing tanks. For side channel flushing water from these nullah supplies, from a brackish well in the Western Market and possibly also, sea water, will be similarly conveyed by motor to the areas where flushing is required. No water will be drawn from the mains.

CANADA'S 61st BIRTHDAY.

LOWEST TAXATION IN THE WORLD.

BRITONS WANTED.

FUTURE PROGRESS ASSURED.

"Canada has gone ahead in leaps and bounds. In twenty years the per capita wealth of the Dominion has increased twelve times, Canadians are the most prosperous and the lightest taxed people in the world to-day, not excluding Americans."

This declaration was made by the Hon. P. C. Larkin, High Commissioner for Canada in Great Britain, to a Daily Express representative on July 1st, on the sixty-first anniversary of the confederation of the Dominion.

"Canada's growth is not a discovery nor a development of recent years," Mr. Larkin said. "Canada has never stopped growing. The Dominion is always moving ahead. People and organisations who stand still find that they are going backwards."

Mining Expansion.

"At the present time the expansion of the mining industry is enormous. Pulp and paper manufactures have sprung into prominence since the war, and electrical power development has been multiplied scores and scores of times."

"Without any of that, however, Canada will always be wealthy and prosperous with her agricultural resources alone. It has always been the policy of Governments to keep at least half the people on the land. What does that mean? It means that at least half of the people of Canada are landlords."

"It is estimated that in the cities at least sixty per cent. of Canadians own their own homes. They may be mortgaged, but a home is a stake, and that creates a vital personal interest in the welfare of the country."

Mr. Larkin is a highly successful business man. He has spent most of his life in building up a vast tea business that has spread not only throughout Canada, but also through the United States.

American Markets.

"There is a mistaken idea abroad," he said, "that Canadians are dominated by the American industrialist and capitalist. The inroads that Canadians are making in American markets are, however, surprising. We find it as easy to sell our goods in Michigan, for instance, as in Ontario. The only hindrance is the cumbersome American system of inter-State commerce. All trade between one State and another is bound to encounter tax obstacles of various kinds. In Canada the exchange of commerce between the nine provinces knows no restrictions."

Mr. Larkin is not a believer in large centres and unwieldy populations.

"In London to-night there are thousands who have had no dinner, have no place to sleep, and haven't the slightest idea where their breakfast is coming from. It is worse in New York. Yet I'll bet that in the little town of Prescott (on the St. Lawrence River, in Ontario) there is not one person who cannot tell just how he is going to live and what money he will have a year from now."

Outlet Needed.

"Great Britain has a large population that needs an outlet. We want them in Canada—but we only want the people for whom we have work. We do not want unemployment, although every Government knows that despite prosperity there will always be a number of people out of work. We make allowance for that."

"It is believed that the United States has all the gold in the world, that she is immensely wealthy, that every one is working and prosperous; that Canada on the other hand is a meagre off-spring of that wealth, and barely successful."

"It must be remembered that the United States contracted a debt of 23,000,000,000 dollars during the war. All the gold in the American treasury would not pay off that colossal debt."

Canada contracted a war debt of 2,500,000,000 dollars, and we have reduced it as much as America has reduced hers."

"Money—we can have all we want of it. A hydro electric development costs several millions a few weeks ago at the phenomenal low rate of 4.20 per cent. Most of it was underwritten by Canadian financial houses."

"Canada will continue to forge ahead slowly and steadily—that is, if the past is any criterion of the future. Our population will not rise rapidly, but it is bound to increase with the years. We do not want it, however, to increase at the expense of our present prosperity or the solidarity of Canadianism."

MANCHURIA'S HESITATION OVER NATIONALIST ALLIANCE.

CHIANG KAI SHEK'S DEPARTURE FROM PEKING DELAYED.

REFUSALS TO ACCEPT INTERIM REGULATIONS.

NAVIGATION RIGHTS AND CONSULAR JURISDICTION.

There are contradictory reports from the vernacular papers upon the attitude of Manchuria towards co-operation with the Nationalists, but it seems quite clear that negotiations are not progressing smoothly, for Marshal Chiang Kai Shek has been compelled to postpone his departure from Peking on this account. In spite of one cable stating that the Three Eastern Provinces have decided to ignore Japan's views and to fulfil their original intention of joining with Nanking, the general weight of evidence goes to show that Manchuria has listened to Japan's advice and has decided not to mingle with the chaotic politics of China at present.

Replies continue to be received to the Nanking proposals for treaty revision, which show that the various nations are sympathetic towards Nationalist aspirations. In every case however, the reply contains a refusal to recognise the temporary laws promulgated by Nanking to cover the period before the negotiation of new treaties. The nations are unanimous in maintaining that the old treaties must continue in force until the new ones are ready to come into operation.

The British, American and Japanese Ministers, when asked their views on the abolition of consular jurisdiction and of rights of navigation in inland waters, were unanimous in their opinion that the time had not come for such action, and that considerations of the safety of foreign residents made this impossible.

BRITAIN, AMERICA AND JAPAN.

(Tsun Wan Yat Pao.)

SHANGHAI, July 24th.

Mr. Kam Kai Hao, a staff member of the Foreign Ministry, has had an informal conversation with the British, American and Japanese Ministers in connection with the problem of treaty revision. Both the British and American Ministers have agreed to remit the greater part of the privileges formerly held by the old treaties, but the Japanese Minister takes a different view. As regards Consular jurisdiction and the inland water navigation rights, all of them consider that it is still premature to renounce such special rights as in this the safety of foreign residents in China is concerned.

Mr. Kam then further proposed to them that after the abolition of Consular jurisdiction, "special courts" could be set up in many leading cities, like Canton, Hankow, Peking and Shanghai, to which all legal matters concerning Chinese and foreigners could be submitted for judgment.

The Ministers have promised to consider this question.

FRENCH TREATY.

(Tsun Wan Yat Pao.)

SHANGHAI, July 24th.

The French Minister has communicated a Note to the Chinese Foreign Ministry in reply to the latter's recent Note. In this Note he declares that the French Government is willing to meet China's aspirations in concluding a new treaty governing Sino-Annamite commercial relations on land. It cannot, however, recognise the Chinese Government's arbitrary action in abruptly abrogating the treaty.

U.S. FORCES IN CHINA.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 24th.

Orders have been received to reduce the number of United States marines in China from 3,600 to 2,600, by evacuating 1,000 from Tientsin to America shortly. It is understood that this order is the result of Admiral Bristol's recommendation that the China situation does not at present require the maintenance of the United States forces at their present strength.

DEPARTURE POSTPONED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 24th.

A Kuo Min message from Peking states that, owing to delay in the Manchurian negotiations, Chiang Kai Shek's departure has again been postponed. It is now understood that he leaves with Yen Hui Shan on July 27th for Tientsin, proceeding thence to Nanking by sea.

REORGANISATION PLANS.

COMBINE IN COTTON INDUSTRY.

100 MILLS CONCERNED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 23rd.

An extensive combine, aiming at the more economical working of Companies spinning American cotton, is on the point of formation in Manchester.

It is stated that it will control a hundred mills with six million spindles.

The Board will consist of business men drawn from every section of the industry.

A comprehensive plan of action is being elaborated, including the purchase of cotton on the growing fields, ginning on the plantations and direct shipment to Lancashire.

A forward policy will be followed in salesmanship, thus bringing the consumer and producer into more direct contact.

Remission Of Duties.

On the Government's initiative, the House of Commons has agreed to the inclusion of a new clause in the Budget, granting relief in respect of certain stamp duties in connection with Company reorganisations.

This has been done in order to meet the wishes of the American section of the cotton spinning industry, which Mr. A. M. Samuel, Under Secretary to the Board of Trade, declared to be seeking to reorganise itself and its finances.

BARDOLI RESISTS TAXATION.

GOVERNMENT'S FIRM STAND.

PREPARED TO USE ALL ITS POWER.

[THROUGH REUTER'S AGENCY.]

POONA, July 23rd.

Sir Leslie Wilson, addressing the Bombay Legislature, emphasised that his offer in connection with the Bardoli dispute was definite and final. Alluding to "recent speeches, writings and actions" he said the issue might appear whether His Majesty's writ was to run in a portion of the Dominions or the edict of some unofficial body to be obeyed. "If that is the issue the Government is prepared to meet it with all its power."

Sir Leslie Wilson asked the members, on behalf of their constituents, to decide within a fortnight whether they would accept the conditions.

Government Support.

In the House of Commons questions were asked referring to Sir Leslie Wilson's speech as regards Bardoli.

Earl Winterton (Under-Secretary for India) said that if the conditions mentioned by Sir Leslie Wilson were not satisfied the Bombay Government would have the full support of the Government of India, and His Majesty's Government, in enforcing compliance of the law and crushing the movement, which would then clearly be exposed as one directed to coercing the Government and not representing reasonable grievances.

JAPAN'S DIPLOMATIC CHANGES.

NEW AMBASSADOR TO LONDON.

[THROUGH REUTER'S AGENCY.]

TOKYO, July 24th.

Mr. Tsuneo Matsudaira will be installed as Ambassador to London and Mr. Katsuji Debuchi as Ambassador to Washington this afternoon. The former will not proceed to his post until after the Coronation, while Mr. Debuchi will probably leave in October.

At the same time, Mr. Shigeru Yoshida, instead of proceeding to Sweden, to which he was appointed some months ago, will succeed Mr. Debuchi as Vice-Minister for Foreign Affairs in Tokyo. It is anticipated that his wide first-hand knowledge of China will be particularly valuable at the present time.

It is understood that Viscount Kimikoto Mushakoji will be appointed to succeed Mr. Yoshida as Minister to Sweden very shortly.

DUTCH RUBBER INTERESTS.

INCLUSION OF PRIVATE PLANTERS.

GOVERNMENT SUPPORT.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, July 23rd.

In accordance with a promise made to a deputation from the Society for Safeguarding Dutch Rubber interests the Minister of the Colonies has forwarded a letter to the Governor-General of the Dutch East Indies emphasising the importance of including native rubber in any eventual action for the regulation of production.

The Dutch Government asked the East Indian Government to consider what measures would be possible on the part of the Government to include private planters in its action. The Minister of the Colonies mentions the desirability of such planters agreeing on the importance of a fixed price and forming a voluntary organisation under the support of the Government.

In the event of the planters not agreeing to such an organisation, the Minister desires to be informed as regards other possible measures, such as the restriction of production, a temporary increase in export duties or the control of production by the Government of the Dutch East Indies.

SINGAPORE NOT AFFECTED.

IMPRACTICABLE SCHEME.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, July 24th.

The local rubber market was not affected by the Dutch Colonial Minister's letter.

It is generally considered that the recommendations come from the Home Government, which does not appreciate local conditions, whereas to include native growers in the restriction scheme would be practically impossible.

GREEK FOREIGN POLICY.

FRIENDSHIP FOR ITALY.

A PACT SUGGESTED.

[THROUGH REUTER'S AGENCY.]

ATHENS, July 24th.

In his speech at the opening of the Electoral campaign, M. Venizelos emphasised Greece's desire for close relations with Italy. He said that Greece would gladly sign a pact with Italy, directed against no third party but serving as a stable foundation for strengthening friendly relations.

SPYING FOR SOVIET.

HEAVY SENTENCES ON LATVIANS.

[THROUGH REUTER'S AGENCY.]

RIGA, July 23rd.

Of twenty-eight persons tried at a Military Court at Ryejitsa on a charge of espionage on behalf of the Soviet Government, four, including two Chiefs of Latvian Frontier Posts, were sentenced to death, four to imprisonment for life and nine to terms varying from 5 to fifteen years.

INDIAN TRAIN WRECKERS.

FURTHER OUTRAGES.

[THROUGH REUTER'S AGENCY.]

MADRAS, July 23rd.

The South India Railway Strikers are reported to have wrecked passenger trains at Kodakkanal and Tatticorum.

Casualties are reported in both cases, but at present no details are available.

SIR CECIL CLEMENTI.

RECEIVED AT BUCKINGHAM PALACE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 23rd.

His Majesty, to-day received Sir Cecil Clementi at Buckingham Palace.

CANADA AND BRITAIN.

AMERICAN INFLUENCE ON THE INCREASE.

STEPS TO STRENGTHEN RELATIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 23rd.

In the House of Commons, Mr. Amery, the Dominions Secretary, was questioned regarding the statement by the Prime Minister at Ontario upon the way in which American influence and methods were permeating Canadian life, and whether His Majesty's Government would co-operate in the proposal for an Empire conference of men of affairs to review means of strengthening Anglo-Canadian relations.

Mr. Amery said he had seen press reports of the speech by the Premier of Ontario.

As to the proposed Empire Conference this was a Conference of business interests and was hardly one in which the British Government could take the initiative, but they would always be glad to co-operate with any other Governments in the Empire in schemes for the development of trade.

Questioned regarding the trade mission to Australia, Mr. Amery said His Majesty's Government would be glad to give sympathetic consideration to an invitation by any other Dominion Government for the despatch of a similar mission.

Mr. Amery stated that last year 7,215 women were assisted to Canada under the Empire Settlement Act. In respect of the assisted passage of these settlers, the British Government had incurred an expenditure of £70,939 while the cash expenditure of the Canadian Government was £21,000.

In addition, the Canadian Government incurred an expenditure in respect of the provision for after-care for a period of five years.

BUDDHIST STUDIES BY SOVIET.

CONFERENCE AT LENINGRAD.

[THROUGH REUTER'S AGENCY.]

LENINGRAD, July 23rd.

The Academy of Science has founded an Institute for the study of the Buddhist culture of Tibet, Mongolia, China, India and Japan. The Institute is compiling the World's first encyclopedia of Buddhism.

An International Congress for the study of Buddhism is being convened in Leningrad in the summer.

MODIFIED BETTING BILL.

BIG TAX REDUCTIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 23rd.

As forecasted on the passing of the Totalisator Bill, a move was made in the House of Commons today to reduce the betting taxes.

On the report stage of the Finance Bill, Mr. Winston Churchill, Chancellor of the Exchequer, moved a new clause, the effect of which was to reduce the betting tax from October 1st next, for credit betting from three and half per cent. to two per cent., and for course betting from two per cent. to one per cent.

He hoped the reduction in the duty would add to the efficiency of the tax and that there would be less evasion.

If a practical scheme of grading licences were to be devised that scheme would supersede either in whole or in part the reduced percentage. The rate of duty upon the totalisator had not been settled at the present moment.

As soon as the new body was constituted, the Government would begin an examination with them, and see what was a fair proportion which they might properly take. The new clause was read a second time by 189 votes to 11 and was added to the Bill.

FURTHER SEARCH EFFORTS.

NEW ATTEMPTS TO LOCATE AMUNDSEN.

U.S. EXPLORER SETS OUT.

[REUTER'S AMERICAN SERVICE.]

New York, July 24th.

Mr. Lincoln Ellsworth, the well-known airman who accompanied Amundsen on two Arctic flights, has volunteered to lead an expedition in search of Amundsen.

He has cabled asking the American Minister at Oslo to arrange for an aeroplane to meet him at Bergen, from which he will go to Tromsø.

The *Citta di Milano* has gone to Norway to land the rescued survivors from the *Italia*, after which she will return to Spitzbergen and continue the search for the other missing men.

Mariano's right foot has been amputated, but his health is improving.

INHUMAN TREATMENT OF ITALY.

MUSSOLINI'S PROTEST.

THANKS TO "ITALIA'S" RESCUERS.

[THROUGH REUTER'S AGENCY.]

ROME, July 23rd.

"We cannot help protesting against the anti-human wave of feeling against Italy, dashed upon the protagonists of the unhappy *Italia*, declared Signor Mussolini, at a Cabinet meeting to-day, in emphasising that no enquiry will be held until everything possible has been done to find the remaining castaways.

Signor Mussolini also made it clear that when an enquiry is held it will be held in Italy by Italians. "Any other suggestion must be regarded as absurd and offensive, and if anyone proposed it, it would be immediately repelled."

The Duce expressed the deepest thanks to all who had participated in the work of rescue, particularly to the members of the crew of the Russian ice-breaker *Krasin*, who saved Majors Zappi and Mariano and afterwards the party led by Lieut. Vigliani.

Signor Mussolini respectfully and sorrowfully saluted Professor Malmgren.

SOVIET RESCUERS OF "ITALIA."

VISIT TO AMERICA.

[THROUGH REUTER'S AGENCY.]

MOSCOW, July 23rd.

M. Chicherin has consented to a request by the Russo-American Chamber of Commerce to allow Professor Samoilovitch, the leader of the Soviet polar relief expedition aboard the *Krasin*, and Capt. Tchuknovsky, who rescued Mariano and Zappi, to visit the United States.

DROUGHT IN ENGLAND.

NO RAIN FOR FIFTEEN DAYS.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 23rd.

As a result of the continuous hot weather, which at present shows no signs of a break, a state of drought is officially declared, fifteen days having passed without rain.

London's sources of water, however, make the capital safe from any danger of a water famine, though its normal consumption of water is 260 million gallons per day.

MR. WARWICK'S BODY FOUND.

CRASH ON DESOLATE MOOR.

STRUCK HILLTOP IN MIST?

[THROUGH REUTER'S AGENCY.]

LONDON, July 23rd.

In a desolate spot in the hilly country over the Scottish border between Peebles and Moffat, a shepherd boy to-day found the body of Mr. Guy Neville Warwick, the missing competitor in the King's Cup Air Race round Britain.

Some distance from the body was the completely wrecked aeroplane in which he crashed while on the last stage of the flight from Newcastle to Renfrew.

The body was found on the top of a sharp peak 2,761 feet above sea-level on Broadlaw Hill, a well-known landmark between Peebles and Selkirk, and the machine was smashed and piled up on the hillside.

Mr. Warwick had been missing for three days, and the failure to discover the disaster earlier is explained by the fact that the scene of the tragedy is seldom traversed, the nearest house being over two and a half miles away. The body was half hidden in the heather.

London Barrister.

Mr. Warwick was a London barrister, who abandoned his legal practice in January in favour of civil aviation, and it is learned that he first became acquainted with flying while in Egypt during the war.

The only explanation of the disaster is that he struck the mountain-top during a mist.

Broad Law Hill on which the plane was wrecked lies directly in a straight line between Newcastle and Renfrew, the route of the last lap of Friday's stage of the air race.

Theories Of The Accident.

The airman was dead right in his reckoning when disaster overtook him. He was passing over mountainous country which in the event of engine trouble offered little chance of a safe landing.

It is possible that he was looking for ground to make a forced landing, but had been compelled to continue until his machine crashed. It is also thought possible that he crashed into the hill in the mist while flying low in searching for a safe landing ground.

Mr. Neville leaves a wife and three children.

BRITAIN'S POLICY IN EGYPT.

QUESTIONS OF INTERNAL POLITICS.

NO STATEMENT TO MAKE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 23rd.

"I have no statement to make on recent developments in Egypt. The attitude of the British Government remains unchanged. It regards the Egyptian Parliament and Constitution primarily as matters for the King of Egypt and the Egyptian people to determine." This was Sir Austen Chamberlain's reply to three questions in the House of Commons to-day regarding the suspension of the Egyptian Parliament.

Britain's Policy.

[BRITISH WIRELESS SERVICE.]

In the course of his remarks on the Egyptian crisis, Sir Austen Chamberlain said he had had some previous indications of what was going to happen, and Lord Lloyd, the British High Commissioner, and he had carefully refrained from expressing any opinion or tendering any advice. It had been the consistent policy of His Majesty's Government to refrain, as far as possible, from interference in purely Egyptian affairs and to safeguard only those interests which Britain had to maintain and those obligations which it was Britain's duty to fulfil.

LAWN TENNIS.

HONG DOUBLES.

McEachran and Reid
Beaten.

Playing in the first round of the Hong Doubles W. A. Nowers and D. S. Green (A.P.C.), owe 1/6, beat O. J. Shannon and H. V. Parker (Hong Kong & Shanghai Bank), scr., yesterday in straight sets by 6-3, and 6-2. This match completes the first round. The winners now meet G. W. Sewell and H. Owen Hughes, owe 15/2.

Four bankers met in the second round in which C. L. Sandes and H. Graves (Mercantile Bank), rec. 13/3, scored a creditable victory over J. S. McEachran and A. Reid (Chartered Bank), owe 13, by 5-7, 6-2, 6-2. The losers put up a determined fight but found the handicap just a little beyond their capabilities. The Mercantile Bank pair thus qualifies to meet the winners of W. M. Lyons and L. A. R. Duncan (A.P.C.), scr., Lt. Col. Wyatt and Rev. F. P. W. Alexander, owe 15/3, in the third round. In the third match yesterday W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson & Co.), scr., defeated Lieut. Healing and Lt. Waters (H.M.S. Tamar), owe 3/4, after a hard struggle by 8-6, 4-6, 6-3 in the second round. They now meet D. J. Gilmore and I. L. Christie (Chartered Bank), rec. 15.

TO-DAY'S MATCH.

3rd Round:—J. H. Ashworth and J. M. Norrie (Chartered Bank), rec. 15, v. W. B. Cornaby and A. Piercy (Jardine, Matheson & Co.), owe 15.

TELEVISION FEAT.

TRANSMISSION BY DAY-LIGHT.

DEMONSTRATION IN SECRET.

A GREAT STEP FORWARD.

Television has made a revolutionary stride forward according to Home papers just to hand.

On June 25th Mr. John L. Baird succeeded in dispensing with the powerful artificial light that has hitherto been necessary for his transmission of wireless images and successfully transmitted the head and shoulders of a man from one room to another. This was done in broad daylight—a feat hitherto unaccomplished.

This means that a stage further has been reached towards the transmission of such events as the Derby to every home in which a television apparatus is installed.

This historic achievement was demonstrated in the presence of Professor J. A. Fleming, one of the foremost pioneers in wireless telegraphy, and though the experimenters were disappointed in not having brilliant sunshine for the test the demonstration succeeded perfectly.

For the first time artificial light was dispensed with. Hitherto the subject to be transmitted has been sent on a framework of powerful electric lights, and the great problem has been to extend the Baird system of television from a studio to the open air. As a result of the demonstration it would seem that the problem has been solved.

The Test.

Whereas on previous occasions Mr. Baird has invited the members of the Royal Institution and others to witness the development of his invention, on this occasion the greatest secrecy was observed, and only a few men of science were present at the demonstration.

It can be stated, however, that the head and shoulders of Mr. Baird were transmitted by wireless from one part of the building to another, where they were thrown on a screen. The sun was not shining, but the day was bright, and the picture on the screen was remarkably clear.

This is an achievement that has never been witnessed by any members of the public, and for complete television all that is now necessary is for the inventor to succeed in transmitting colours. Then it is hoped that any big event of the day, such as the Derby, may be broadcast and seen by thousands of people in their homes.

HOCKEY.

K.O.S.B. v. H.K.V.D.C. MACHINE GUN COMPANY.

The K.O.S.B. Sergeants are playing the Machine Gun Company, H.K.V.D.C., at Hockey on Murray Parade Ground at 5.45 p.m. sharp on Monday, July 30th, Machine Gun Company to play in Whites, and to be represented by the following:—W. J. Lockhart Smith, O. E. C. Martin, H. V. Parker, D. A. Rush-ton, E. J. R. Mitchell, C. C. Francis, H. Owen Hughes, T. S. D. Whitley, W. E. L. Stanton, G. R. Vallack and G. P. Lammert.

CORRESPONDENCE.

BASEBALL.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—I heartily endorse the sentiments expressed by the two gentlemen Mr. L.C. and Mr. Game Warden, in your paper this morning.

It certainly appears that the sporting public is losing interest in local baseball, and though some may attribute this waning of interest to the reason that more people have taken to bathing than in previous years, I think it is probably due to other reasons.

We all know the value of the press in promoting and encouraging any kind of undertaking, and as far as the game of baseball is concerned, it is no exception to the rule. In fact, as this game is still in its infancy in the Colony, the whole-hearted support and encouragement of the press is absolutely essential to make it as popular as it deserves to be.

But it seems that your correspondent, Mr. C.L.C., thinks otherwise. In his "Notes" and reports he gives one the idea that the best way of encouraging the game is to defame reputation of the individual players as much as possible, and especially those players of the Chinese team.

In his "Baseball Notes" published sometime ago in your paper, Mr. C.L.C. remarked that the players, in the Hong Kong-Drummers game, utterly lacked enterprise. I would like to know whether it is possible for the players to be enterprising when they are getting this sort of encouragement from reporters with such ideas?

I am writing for the sake of this game itself, and I think it is only fair for all concerned, that exaggerated comments directed against individual players, which serve no other purpose but defame, should be omitted from publication.—Yours faithfully, NUFFSDD.

Hong Kong, July 24th.

SHARE "PUSHERS" METHODS.

FATHER AND SON IN DOCK.

WIDOW'S LOST FORTUNE.

The trial of David Baumgart, 56, a costumer, and his son, Doré Isadore Baumgart, 34, a traveller, charged with conspiring to defraud Mrs. Isabella Caroline Heath, a widow, formerly of Reading and now living in a Devonshire vicarage, was opened at the Old Bailey.

The Baumgarts pleaded not guilty. Mr. H. D. Roome, for the prosecution, said that a third man named Pearlberg, or Watkins, was also involved but had fled the country. Mrs. Heath had a small military pension for services rendered by her husband and an income of about £250 a year from £5,700 Madras Railway stock, £700 Toronto bonds, and £137 Great Western Railway stock.

Last summer a share pedlar sold her £30 of shares in a company called the Constantine Oil Company. The younger Baumgart called on her last August with the certificate for these shares. He then advised her to sell out her own securities and reinvest in tobacco shares.

"The case for the prosecution," said Mr. Roome, "is that not for a moment did the Baumgarts intend to buy tobacco shares for her. They wanted her to part with her stock so that they could convert the proceeds to their own use."

Sold Her Madras Stock. Mrs. Heath agreed to sell her Toronto bonds and buy 1,000 ss. shares in South African Land and Produce. Baumgart's employers, the Investors Co-operative Company, from whom he got a commission of from 33 to 50 per cent. on the shares he sold for her, wrote a letter to Mrs. Heath enclosing the certificates and the balance of £234.

"The letter was never posted," said Mr. Roome. "It would never have done for Mrs. Heath to have got the cheque for the balance and to have paid it into her bank. The game was to take it to her personally and talk her into buying more securities."

The cheque was taken to her by Watkins, who represented that both he and the younger Baumgart were on the Stock Exchange. He advised Mrs. Heath to sell her Madras stock and to reinvest together with the £234 in Carreras, Midland Bank, and War Loan.

She agreed to do this, and the stock was sold. But she did not get a farthing of the proceeds. On October 7th Watkins called on her in a great hurry and dumped down on her a block of share certificates. The prosecution suggested that they were worthless.

David Baumgart was a mantle manufacturer in London, and although he had no personal dealings with Mrs. Heath it was alleged that £1,700 proceeds of the fraud passed through his hands. One payment to Nico, it was suggested, was for the missing Watkins, who had gone to the Riviera.

Mrs. Heath, an elderly, grey-haired woman, gave evidence of the transactions. The trial was adjourned.

THE SECOND TEST MATCH.

WIN FOR ENGLAND.

INNINGS AND 30 RUNS.

(THROUGH REUTER'S AGENCY.)

England were in a strong position at the end of the second day's play in the Second Test Match against the West Indies at Manchester. On Saturday the West Indies were dismissed for 208 and Hobbs (32) and Sutcliffe (39) had raised the English score to 84 for no-wicket when stumps were drawn.

The weather on Monday was fine but sultry, and the wicket had not been affected by the slight rain overnight. England brought the score to 331 before the last wicket fell. Chief scorers were Hobbs 33, Sutcliffe 64, Hammond 63 and Jardine 83.

The West Indies had a trying time after the tea interval, and lost 4 wickets for only 71 runs, leaving them 74 runs behind with 6 wickets in hand in their second innings.

The end came with rather unexpected suddenness on Tuesday morning, the remaining 6 wickets falling for the addition of only 44 runs. Freeman and White were altogether too good for the visitors on the slow easy-paced wicket, and their figures were 5 for 39 and 3 for 41. S. T. Hill (38) was the only batsman to put up any resistance.

BRITISH PROPERTY IN YANGTZE TOWNS.

QUESTION OF COMPENSATION RAISED IN COMMONS.

FOREIGN SECRETARY'S GUARDED REPLIES.

Damage sustained by British subjects in Yangtze towns and the question of compensation were the subject of a series of questions in the House of Commons.

The Foreign Secretary (Sir A. Chamberlain) was unable to give any definite information in reply.

The Kiukiang Claims. Mr. Looker (Essex, S.E., U.) asked the Secretary of State for Foreign Affairs whether the sum agreed to be paid by the Nationalist Government for damage at Kiukiang had been handed over, and if so, on what date; whether any payment had been made to British claimants; and, if not, would he state the reason.

Sir A. Chamberlain replied that a difficulty arose in connection with the distribution of the funds to British claimants owing to the fact that the total claims somewhat exceeded the amount of the indemnity. Instructions were accordingly sent to his Majesty's Minister that all verified claims should be paid pro rata after a careful scrutiny. In order to prevent further delay Sir M. Lamson directed his Majesty's Consul at Kiukiang to notify all those who had not completed their claims that the funds would be distributed by a fixed date, which, he suggested, might be the end of June.

Damage At Nanking. Sir A. Chamberlain informed Mr. Looker that the premises of many, if not all, British firms at Nanking had suffered damage, but he had no detailed list. His latest information showed that, after being evacuated on January 21st, they were reoccupied on February 1st. He had no information regarding the present position.

Mr. Looker asked if the right hon. gentleman was aware that some firms had been turned out of their premises at Nanking for 18 months, and were suffering serious loss of business in consequence. Could he hold out any hope of the Nanking Government recognizing their obligations in this matter at an early date?

Sir A. Chamberlain.—I cannot undertake to make promises in the name of the Nanking Government, or to secure their fulfilment.

Position At Chinkiang. Sir A. Chamberlain, replying to Mr. Looker, said that British property at Chinkiang had been occupied by Chinese troops, but he had no information as to the names of the firms involved. Protests had been made against this illegality, and assurances regarding the protection of British property had been given by the Nanking Minister for Foreign Affairs, but, in view of the impotence of the civil authorities vis-à-vis the military, little value attached to such assurances. His Majesty's Government looked to the Nanking administration to fulfil their obligations in this matter, and were carefully observing their conduct with regard to it.

passed through his hands. One payment to Nico, it was suggested, was for the missing Watkins, who had gone to the Riviera. Mrs. Heath, an elderly, grey-haired woman, gave evidence of the transactions. The trial was adjourned.

TILDEN EXCLUDED FROM TEAM.

FRANCE'S UNAVAILING PLEA.

U.S.L.T.A. ADAMANT.

(REUTER'S AMERICAN SERVICE.)

New York, July 23rd.

Officials of the United States Lawn Tennis Association have cabled to Mr. S. H. Collum, the President of the Association, endorsing his decision not to play Tilden in the Davis Cup challenge round between the United States and France.

Tilden's disqualification is the result of his having violated the amateur rules by writing, for payment, articles on the Wimbledon tournament.

The announcement has caused surprise in sporting circles, where it had been confidently felt that Tilden would be played in view of the request of the French Lawn Tennis Federation to reinstate him.

Mr. Collum has cabled the United States Lawn Tennis Association from London stating that he has replied to the French Lawn Tennis Federation saying that the charges against Tilden should stand.

The Treasurer of the United States Lawn Tennis Association has now cabled to Mr. Collum saying:—"All concerned here endorse the sentiment that the charges against Tilden should stand and that he be not reinstated in the team."

CINEMA NEWS.

FAMOUS MUSIC MASTERS.

THE "SORROWS OF SATAN."

Mephistopheles as the Prince of Darkness in the Middle Ages and as a modern man-about-town is to be seen in two films included in the current programme at the Queen's Theatre. One film is the first of an attractive new series called "Famous Music Masters," presenting scenes from the works of great composers with the appropriate music, the series, curiously enough, beginning with Gounod's "Faust." The film presenting the Devil in a modern setting is D. W. Griffith's spectacular new production, "Sorrows of Satan," based on the famous novel by Marie Corelli, which comes to the Queen's to-day until Saturday. It is a film of amazing contrasts, both in the way of story and scenic effects. The cast is a brilliant one, Adolphe Menjou's sophisticated cynicism is excellent for his rôle of a modern incarnation of Mephistopheles and he is said to surpass himself in this part. Ricardo Cortez, proves himself a player of depth and talent, and Carol Dempster has the part of the novelist who sees her sweetheart succumb to the Satanic lure. Lya de Putti, the beautiful Hungarian actress, plays the lovely princess who helps Satan in his evil work.

Advance booking is now open at the Queen's Theatre for the short season to be given there by the famous magician Long Tack Sam and his company of Chinese wonder workers, including the beautiful Misses Mi-Na and Nee Sa Long. The opening performance is at 9.15 p.m. on Wednesday, August 1st. The programme will be repeated nightly until Saturday, August 4th, the usual cinema performances will be given at 2.30, 5.10 and 7.15.

ONE-STEP AT THE GUILLOTINE.

CONTRASTS ON THE SCAFFOLD.

PARIS. Two men, Montagnon and Allier, were guillotined at Montbrison for the murder of Allier's uncle, a rich, retired farmer, whom they had robbed and killed, throwing his body into a cellar.

Montagnon, who had been very violent since his condemnation, hurried inmates at the "Public Prosecutor," who told him that the morning for the execution had arrived.

Despite the fact that his feet were hobbled he danced a one-step as he approached the scaffold and shouted to the gendarmes to put their rifles down. The knife fell as he was still shouting and cut his last sentence short.

Allier put up a desperate fight to avoid being thrown on to the block, and it needed all the strength of the two assistant-executioners to trip him up and place him in position.

Even then he threw his head back and tried to prevent the flap which holds the head in position being put down. The executioner, Deibler, had to pull the man's head by the ears through the aperture before he could release the knife.

COUNTY CRICKET.

WINS BY BIG MARGINS.

IDDON'S BAD LUCK.

Leicester v. Worcester. Leicestershire beat Worcestershire by an innings and 208 runs at Ashby-de-la-Zouch. Worcester collapsed badly in the first innings, being quite unable to play Coleman who took 5 wickets for 30. A fine innings of 307 by Berry then put the result beyond doubt.

Worcestershire 77 and 131. Leicestershire 464.

Lancashire v. Surrey.

Lancashire beat Surrey by an innings and 8 runs. Surrey 219 (MacDonald 8 for 99) and 238 (Shepherd 117, MacDonald 6 for 99). Lancashire 499 (Iddon 134 retired hurt).

Yorkshire v. Essex.

Yorkshire beat Essex by an innings and 215 runs. Yorkshire 512 for 9 wickets, innings declared closed (Oldroyd 112).

Essex 193 and 104.

Sussex v. Northants.

Sussex beat Northants by an innings and 303 runs. Sussex 371 for 9 wickets, innings declared closed (H. Parks 107 not out, Duleepsinhji 193).

Northants 135 (Bowley 8 for 62) and 210.

WAGE REDUCTIONS IN BIG CRICKET.

THE PROFESSIONALS' REWARD FOR TEST ABILITY.

PUZZLED PLAYERS.

Professional cricketers who play for England are proud of the honour, but a little of the gilt is being removed by the fact that their financial reward has been reduced. Those who played in Trial matches last season received £18 10s. for those games. The remuneration for the professionals in the Trial at Lords was reduced to £15, and it is understood that this is to be the reward for the Test matches against the West Indies this season. Thus there is a reduction of £3 10s. per match. There were two big "gates," and one fairly big for the Trial match at Lords—14,000 people paid on the first day—and the players are naturally wondering why the necessity for reducing the pay.

It may be suggested that £15 for a three-day match is adequate pay, but this sum is not net profit to the player. The only expenses allowed to the "pro" in connection with these games are railway fares from the place where he played previous to the game, and back to the place at which he has to play immediately afterwards. No hotel expenses are allowed.

Inadequate.

Many of the men who played at Lords reached London on the Friday night, and had to stay in hotels until the next Tuesday night. This made a big hole in the £15. One player states that hotel bills and necessary taxis involve him in 25s. per day when playing and staying in London. Thus the actual pay comes down to £10 per match. Some players consider this inadequate reward for being included among the country's best players.

London players, appearing at Lords or the Oval, have practically no expenses, which means that in effect they receive from £4 to £5 more than the provincial players who have to put up in town. It is thought that an allowance for expenses over and above the ordinary pay should be made, especially now when the gross wages are being cut.

FREE-WHEEL DRIVE.

Two years ago I handled, for the first time, a light car fitted with a free wheel in the transmission, says a writer in *The Light Car and Bicycle*. The whole idea was then, of course, in a very experimental stage. It was obvious, however, that a free wheel on a car was just as desirable as a free wheel on a bicycle, for just as a free wheel on a bicycle conserves the energy of the rider, so does a free wheel on a car reduce wear and tear the engine and transmission, list also reducing petrol consumption. In addition, it extends the promise of an absolutely fool-proof gear change and very much sweeter running, particularly in traffic.

The life of a free wheel does not impress most people as being very long. I can only say that after subjecting mine to very harsh treatment it shows no signs of wear.

ROME UNDER FASCISM.

A TRANSFORMED CITY.

A GREAT ACHIEVEMENT.

[By A. BEAUMONT.]

People who saw Rome twenty, or even only ten years ago, would hardly recognise it to-day. In addition to its historic monuments and ruins Rome now also has its modern progress to show, which is in delightful contrast to the past. Ten years ago it was not rare to feel one's bones aching after taking a short drive in a cab over its then cobbly streets, or to find oneself standing on a very rainy day ankle deep in a rushing torrent of water in the middle of a road in the very centre of Christendom. Many a Jew, Turk, or heathen got more baptism than he wanted on such occasions. To-day all this has been greatly changed.

We know, of course, how it happened. One morning in the last days of October, 1922, innumerable young Fascists, in black shirts, armed with all sorts of weapons, sticks, clubs, rifles, swords, and revolvers marched into Rome. They were 5,000 at first, then 10,000, then 50,000, and finally nobody knows how many thousand, and more were still coming. They swarmed in the Piazza Barberini, in the Piazza Colonna, in the Piazza Venezia, in the Piazza del Popolo, in front of the station, and on the bridges of the Tiber, and before long they were fraternising with the troops on horse and on foot in all the barracks, and their chief, Mussolini, took possession of Rome and of the Government.

Modern Improvements.

That day marked the end of what was, up till then historic, and almost prehistoric Rome. What changes have since come over the Rome as we knew it from the story-books, of Rome in the Papal days, and up to the last days of the Risorgimento, is like a fairy tale, where transformations and wonders happen whilst you wink. Mussolini gave orders that Rome must become modern and up-to-date, and whilst he attended to the general Government and national renovation, he appointed a lieutenant who was to be Governor of Rome and do all things that he commanded him.

And the Governor was to see first that the people had food, "panem et circenses," and next he was to make crooked things straight, unkempt quarters clean, and remove some of the old stones left by the Romans and replace them with pavement of asphalt. The old Via Appia was to remain as the old Romans had left it more or less, with its huge paving blocks, its crumbled tombs and monuments, for they are still outside the City, and the Aurelian walls, and it was no use disturbing the shades of the past. They may still come by moonlight, haunt the scenes of their last-in-places, and Caesar "can meet Brutus, and Cicero recall his triumphs in the Forum.

What Modern and Fascist Rome wanted was a beautiful city and comfortable houses to live in, with bath-tubs in every house, and many additional comforts the old Romans knew not of, such as electric lights, tram-cars and motor buses, and some things the old Romans would not have liked had they seen them or heard them, such as motor cars touring by the thousands and the Forum and the Flavian Amphitheatre even storming up the heights of the Capitoline Hill and becoming a danger to the Senatus Populscusque, etc., Romanorum.

Prince Potenziani.

The first Fascist Governor was Senator Cremonesi, probably a descendant of one of the Tribunes of ancient Rome or of the Order of Equestrians, and he achieved much. The second Governor, after the first had become exhausted with his huge task, was Prince Spadola Potenziani, an authentic action, no doubt, of the old Patricians or Conscrips. Fathers whose names figure on the consular tables.

New quarters have arisen as by magic. Ten new cities have sprung up outside the Aurelian walls, half-way to Tivoli and half-way to the

Tusculum of Cicero, and a good way down towards ancient Ostia, and northward along the Flaminian Road, and behind the Janiculum and Monte Mario. Scores of aeroplanes fly over Rome on great festive days, and occasionally a beautiful airship passes over the City of Caesar and Augustus on its way to the North Pole. The muddy Tiber of Horace and Virgil no longer recognises its own banks, through which it flowed turbulently for thousands of years. To-day its walls and embankments are lined with magnificent avenues planted with shady trees and walks rivaling those of the "Paris-Parisiorum."

Politeness And Punctuality.

The habits, manners, customs, and even the pastimes of the Romans have changed. It is a pleasure to visit Rome as a modern city, even without thinking of its immortal monuments. You arrive by train and leave by train in exact time. Police porters stand smiling and happy to take hold of your bag and carry it at a fixed fee, over which there is no haggling. You can hustle yourself into a taxi and drive to any hotel you mention, and get there in the twinkling of an eye, with the correct price, plus a little gratification if you like, staring you innocently in the eyes from the clock alongside the driver.

The strikes of the years one, two, and three after the war no longer bother you and compel you to go to your hotel on foot. The politicians who took the best seats in the train and smoked bad cigars and talked worse politics no longer molest you. Their great meeting-place, the so-called Chamber at Montecitorio, is kept closed by order of Mussolini, and is only opened by his order. And when the members meet to-day they no longer talk pure and abstract politics, or call each other names as they did in the old happy-go-lucky, disorderly times, but pass the laws that are wanted, and then go home and leave the Quirites in peace.

Lynx Eyes On The Swindler.

Roman severity and Roman love of order have returned. Every Roman has again learned to obey. He walks on the left side of the street when so ordered by the Governor or his substitute the smiling policeman, and he buys his bread and his meat at the price fixed by the all-watchful Governor and his wiles or deceivings. The only dissatisfied and malcontents are the dishonest vendors of the past. They still survive in some of the markets, and occasionally try to cheat innocent housewives or their maids by writing the real price on one side of the cards and a higher price on the other. When a Fascist policeman passes the right side is turned to the buyer and as soon as he is gone the other side appears again. But a second Fascist policeman stands behind, sees the trick and imposes the fine with the humiliating penalty of the dishonest dealer seeing his name printed among the dishonest rogues in the papers the next day.

Receiving The Fine.

In a few years the habits of Roman cab and taxi-drivers have completely changed, and private chauffeurs have acquired a perfect feeling of awe and respect for law. There is, perhaps, not one driver or chauffeur in Rome who has not been fined. When caught breaking the law you are stopped, the policeman hands you the receipt all ready and signed for the fine of ten francs and pockets it with a smile. The chauffeur does not smile the first or the second time, but the third time he obeys the law and looks back at the policeman with a sort of genuine air of "Thank you, after all." They have learned that there is no happier place to live in than that in which everybody obeys the law and that, with the true Roman salute, is the Rome of to-day.—*Sunday Times*.

A. J. COOK AND NAPOLEON.

LORD BIRKENHEAD'S BITING COMPARISON.

Lord Birkenhead, addressing a Conservative demonstration at Arbury Park, near Nuneaton, Warwickshire, referred to the manifesto issued by Mr. A. J. Cook, the Communist secretary of the Miners' Federation, and Mr. James Maxton, chairman of the Independent Labour Party.

The manifesto, which is designed to split the Socialist Party calls for a war on capital.

Lord Birkenhead said the result of the fact that the Labour Party leaders had for some years followed a "reasonable and patriotic" course was that they had now lost their followers. Mr. Maxton and Mr. Cook were in open revolt.

Their manifesto, he said, was set out in a tone of pompous omniscience and omnipotence which would have been excessive in one of Napoleon's declarations to his troops after a great victory.

But Mr. Maxton and Mr. Cook had yet their victories to win. A more fitting tone for Mr. Cook to take would be that of Napoleon's march back from Moscow.

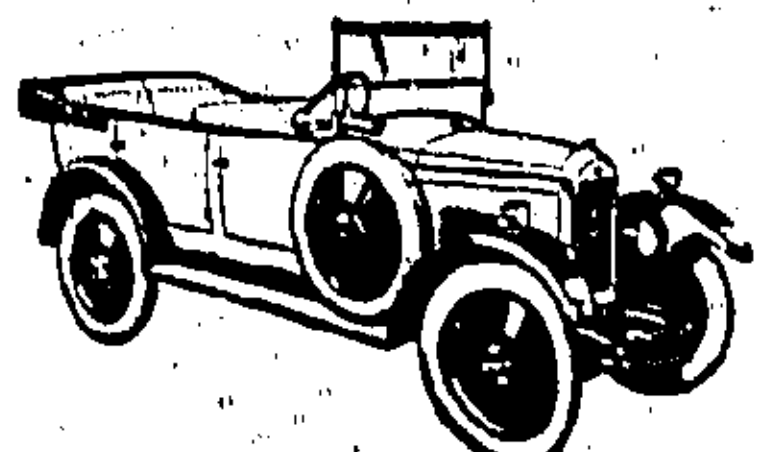
Capital Destroyed.

The only clear object which could be gathered was that they intended to destroy capital. In that Mr. Cook was at least consistent, because he had already destroyed millions of capital by destroying the export coal trade of the country.

Discussing alternatives to the present Government, Lord Birkenhead said: "You have Mr. Lloyd George and his friends, though I must confess we never know who his friends are. They all seem to differ from one another and only seem to agree in differing from him."

When people ask what is to happen to the Lloyd George Fund, the answer is that in process of time that fund will be dissipated in paying the forfeits of unsuccessful candidates.

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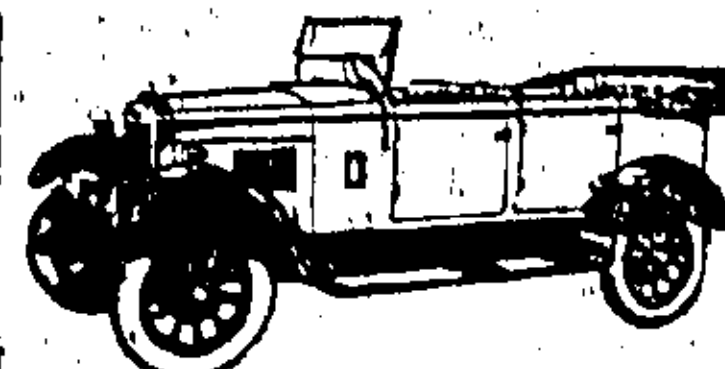
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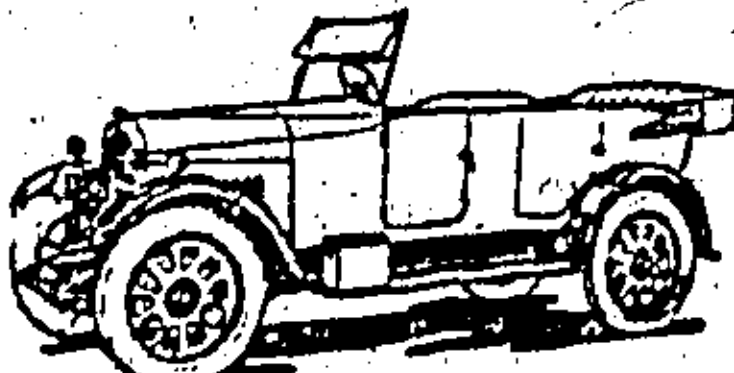
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MOTOR NOTES.

A LOCAL RESIDENT'S "PAINFUL EXPERIENCE."

A well-known local resident had a rather "painful experience" a week ago when he decided to re-fill the radiator of his Austin "7."

He had returned to the Peak one evening, and had given his engine a hard run to the top. Not wishing to be bothered with the job of refilling the radiator the next day he decided to tackle the job whilst he felt "energetic." However, he took his time and after garaging the car and seeing to one or two minor matters he began to unscrew the radiator cover. He admitted that he knew it was hot, but did not expect that before he had reached the final turn-and-a-half a volume of hot water resembling a "Yellowstone National Park Geyser" would shoot out of the "baby" radiator with the force of a fire pump. His right arm happened to be in the way and was badly scalded.

The owner cannot really be termed careless, for the incident could happen to any experienced driver. The fact remains that one hardly expects a high pressure of steam in the tiny radiator of an Austin "7."

AN INGENIOUS HORN BUTTON.

A larger model of the British made "Standard" is at present in the Colony and the position of the electric horn button is worthy of notice. Many makes of cars choose the middle of the steering wheel, while others place the button on the door of the car.

The position of the button on this "Standard" is perhaps the best selected. It is fitted at the end of the throttle lever which extends to a position just short of the steering wheel.

NEW KOWLOON BUSES.

The Kowloon Motor Bus Company are receiving several Thornycroft Omnibuses from Home on August 2nd. These buses have a wheel base of 18 feet 6 inches, with an overall length of 25 feet, 3 1/2 inches. These buses will hold 35 passengers, which is five more than the present big Leyland Buses. It is understood that the bodies of these buses will be built locally.

PROPOSED DOUBLE DECKERS.

The Kowloon Motor Bus Company also made an application to the Government for permission to order several double deckers. The type mentioned were the Titan Leyland type, model L.D.1.

They are thirteen feet high, with a seating capacity for 51 passengers. The access to the top deck is similar to those at Home, being the circular staircase type. In the photograph these buses did not look too heavy, while they are stated to be very safe. The type of motor bus would be ideal for the Summer nights if one gets a place on top.

The Government decided that they could not grant the Company the permission owing to the presence of the trees in Nathan Road.

STUDEBAKER GOES AHEAD.

Retail deliveries of Studebaker and Erskine cars throughout the world during the month of May exceeded deliveries for the same period last year by 24.5 per cent., according to a statement issued by The Studebaker Corporation of America. May was the ninth consecutive month that Studebaker deliveries have shown an increase over the corresponding month of the previous year. In the United States, May deliveries to customers were the largest in five years, and the last 10 days of the month the largest of any corresponding period in history. Studebaker's May increase was attained despite the fact that deliveries for the automotive industry as a whole remained stationary.

MOTOR CYCLES.

NEW MODELS ARRIVE IN HONG KONG.

HUDSON AND ROYAL ENFIELDS.

Motor-cyclist should see the new motor-cycle models which arrived by the s.s. Glenogle. There are four Royal Enfields, two Raleighs, and a Royal Enfield two-stroke. Perhaps the most impressive is the huge 0.78 h.p. four speed "sports" Royal Enfield Combination—model 192. The rubber grips, sports handle bars and saddle tank place, this cycle in a class by itself. The side car of polished aluminium is most comfortable, while an additional stay from the steering lug to the rare axle of the side-car chassis makes the combination steady and safe. The 4-inch tyres are yet another feature of this fine side-car.

The "350" Models.

Included amongst the 350 C.C. sports O.H.V. models are two sports Royal Enfields. The bikes are most attractive to the sporting riders; and the statement that they were virtually sold was no surprise. All models are fitted with neat steering dampers and detachable rear mud-guards.

The O.H.V. Raleigh.

This machine was unanimously voted the most attractive cycle at last year's Show at Olympia. The saddle tank and graceful curved double exhaust pipes add to the beauty of the machine, while the "Launch" type side-car presents a real sporting combination. Other features of the Raleigh cycles need little mention, and prospective buyers are advised to give these cycles a "look over" before making their purchase.

The New Budge.

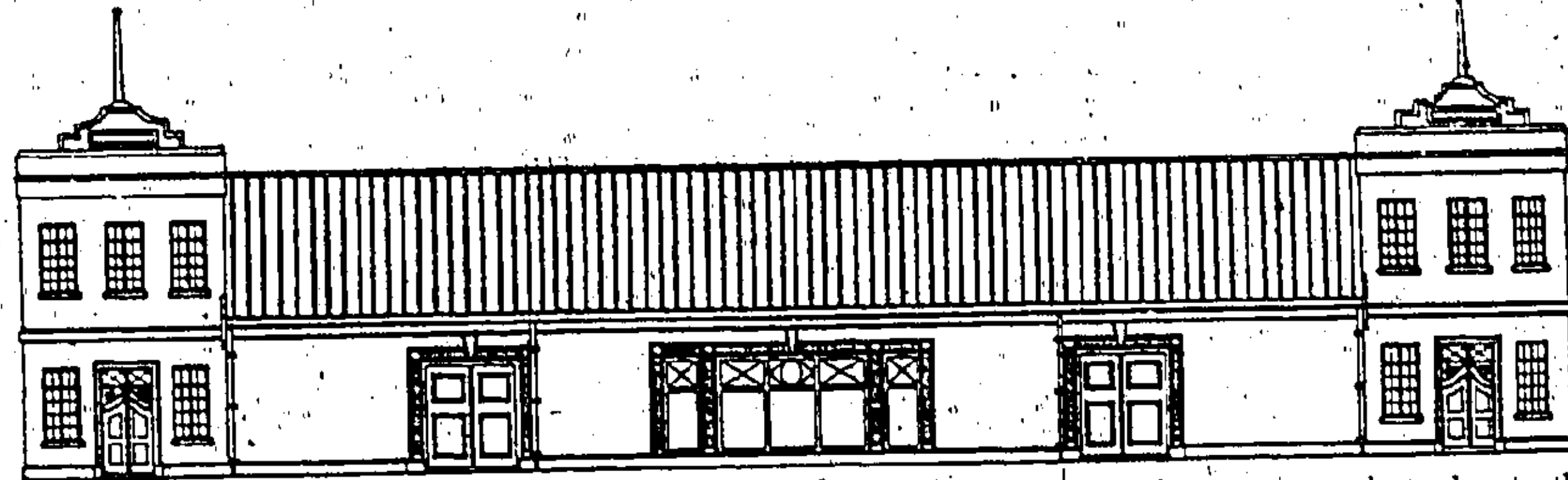
The new Budge Whitworth "Sports" which has also arrived, is perhaps the biggest surprise of all the new models.

The illustrations of the mount, which heralded its arrival failed to make much impression. However, before the cycle was completely assembled the excellent lines of this "Sports" Budge, began to strike the eye, and when "fixed up" and fitted with the new 6-volt head lamp and "Brooklands Silencers" the machine was good to look at from almost any view. Once outside with the huge saddle tank between one's legs the machine was everything one could desire. The exhaust system of this new machine is all that can be wished as regards appearance and efficiency; while the over-sized internal expanding brakes give the rider a feeling of safety at all speeds. The Budge system of proportional coupled brakes is, perhaps, the acme of perfection. In fact, after looking over the new models the prospective buyer will remain vastly puzzled as to which to purchase.

WARSAW TO LODZ.

AN ERSKINE & TRIUMPH.

Announcement of another European triumph for the Erskine Six has been made by The Studebaker Corporation of America. According to cables from Warsaw, Poland, an Erskine Six Royal Sedan last week defeated a field of 120 competitors in a race from Warsaw to Lodz, covering 1,163 kilometres in 17 hours 43 minutes. The race was arranged by the Automobile Club of Lodz, and included some of the most difficult highways in Europe. In winning first prize against a field including both European and American cars the Erskine Six averaged 38.5 miles an hour for the distance of 884.90 miles. The Erskine was driven by S. Zychon, Studebaker-Erskine dealer in Krakow, Poland.



THE NEW GARAGE IN KOWLOON.

MESSRS. ALEX ROSS & COMPANY'S WELCOME ENTERPRISE.

A BOON TO MOTORISTS AND AN ARCHITECTURAL IMPROVEMENT.

Mention has already been made in our Motoring page of the new garage that is being built at Kowloon and the following further details will be of interest to many motorists in the Colony. This fully equipped Garage and Service Station is situated right at the entrance to Kowloon and Messrs. Alex Ross & Co. are to be congratulated on securing the old Taxi Cab Garage site for this purpose.

The Garage, the construction of which is proceeding rapidly, will harmonise with the Railway buildings in the background and will greatly improve the appearance of the approach to the Star Ferry. The convenience of its situation whether for storage, gasoline, repairs, equipment or tyres is obvious.

HOW THE GARAGE IS FITTED.

The main building is 150' long by 42' broad, and at each end a space of 30' by 42' is walled off. That at the Eastern end will be a Repair shop fitted up with the latest machinery. In this wing is also installed the latest oil drainage pit system and in addition a vulcanising plant for tyre and service repairs.

All the equipment for expeditious accumulator service is provided, as well as everything necessary to effect repairs to motor electrical system of car lighting and starting. Provision is also to be made for a complete modern car-washing, and, more important still, greasing service which, as every owner knows to his cost, is one of the essentials most often overlooked and most disliked by the owner-driver.

The space at the Western end of the ground floor is divided into two rooms, that on Salisbury Road being the office and one at the back a stock room, especially arranged for the display of accessories of which a large and varied stock will always be carried.

The Show Room. In the centre of the main floor is the showroom 30' by 11' 6", in which the latest models of the Firm's many well known agencies will be on view. Well lit, with full length plate glass windows extending across the whole of the frontage, a very pleasing and attractive display will undoubtedly be made in this showroom.

On The First Floor.

There are two main entrances to the Garage proper from Salisbury Road, with separate entrances to the two wings, and ample provision is made on all sides for light. From the two wings ladders lead up to the floors above, both rooms being used for stock rooms.

A system of indexing the very large stock of spare parts carried, and a very efficient arrangement for the prompt handling of orders for replacement parts will be in operation from the beginning.

Special provision is also being made for the storage of Goodyear Tyres and Mechanical rubber goods, a very large stock of which must always be carried owing not only to the phenomenal increase in the demand for all goods bearing this

well known name, but also to the great variety of sizes called for.

The Management.

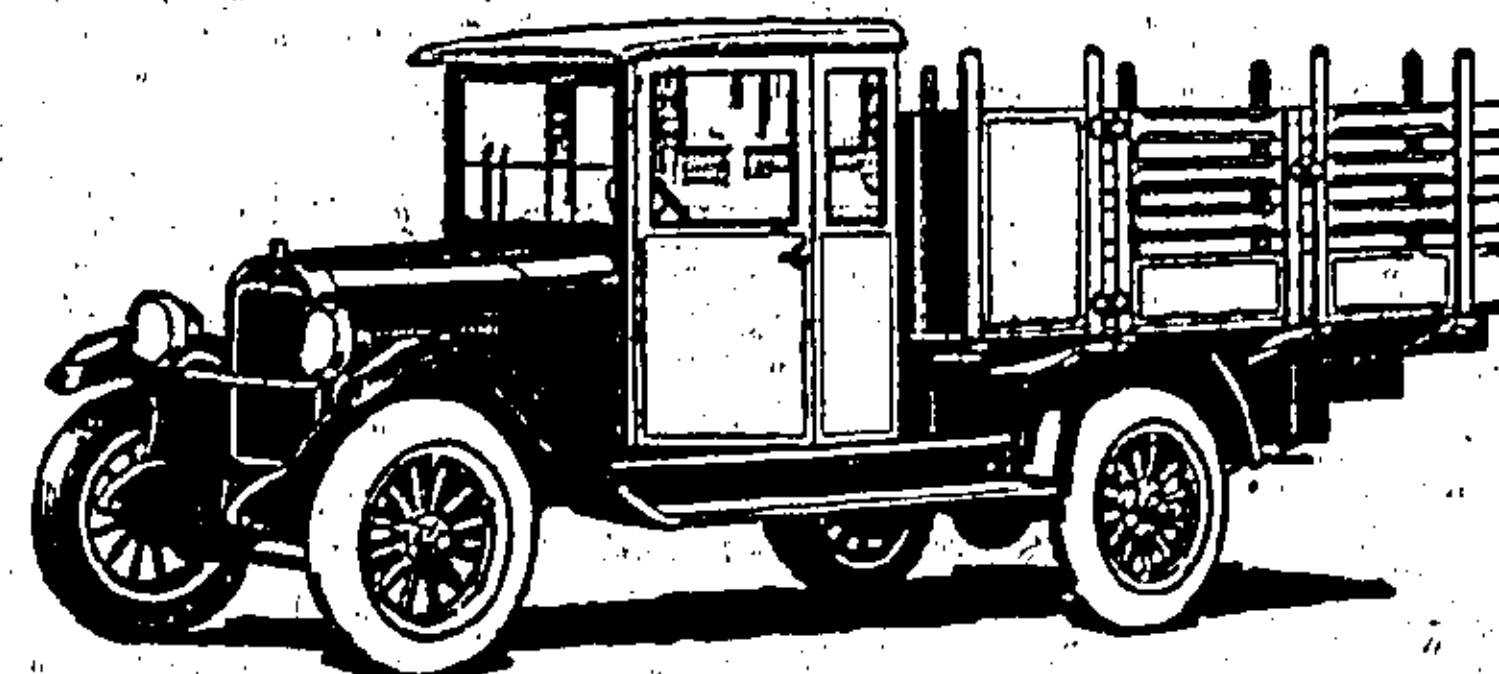
The whole of the working of this Garage will be under constant Foreign supervision and Foreign experts will be in entire charge of all the work undertaken. Full facilities for the demonstration of any of the lines carried will always be available and special showroom displays will be arranged from time to time.

For several years past Messrs. Alex Ross & Co. have represented the leading British Manufacturers of Commercial vehicles, Cars and Motor cycles, and one of the features of their representation has been the special attention given to Service, an important and necessary adjunct most essential to the Customer when so far removed from the Manufacturer's spare parts and replacement stock.

The majority of their Agencies are well known locally, especially as regards the sale of "Daimler," "Commercial and Passenger Vehicles," the Austin "Seven," "Triumph," "A.J.S." and "Indian." Motor cycles, in addition they handle the representation of one or two marine engine manufacturers including that of Messrs. J. W. Brooke & Co., Ltd. of Lowestoft, and several engineering concerns of repute.

Unquestionably, Alex Ross & Co. are to be heartily congratulated on their foresight in erecting such a fine building in such an excellent position, and equally to be congratulated are the Railway Authorities who have done everything possible to ensure that the enterprise shall be helped forward as expeditiously as possible.

Under such management the Garage will serve an undoubted need and it happily combines utility and beauty in the lay out and design. It is expected that the building will be completed by September 1st and full information will be given later of the date on which Messrs. Alex Ross & Co. will be ready to inaugurate their new service.



HONG KONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

B.A.C. Horse Power Rating 21.7
PISTON Displacement 107.9 Cu. In. Brake Horse Power 35 at 2200 Revolutions
Wheelbase 107 inches

	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	PACKING SHIPMENT DELIVERY	NETT CASH HONG KONG
• • • CHASSIS 1 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 580
• • • ROADSTER 2 Passenger	2100 "	495	58	219	770
• • • TOURER 5 Passenger	2160 "	495	58	219	770
• • • COACH 5 Passenger	2430 "	585	45	270	900
• • • COUPE 2 Passenger	2305 "	595	45	270	910
• • • CABRIOLET 4 Passenger	2340 "	665	45	270	980
• • • SEDAN 5 Passenger	2505 "	875	45	270	990
• • • LANDAU 5 Passenger	2475 "	715	45	270	1020

• • • Hong Kong Price includes spare rim Tyre & Tube, Right Hand Drive.
• • • Hong Kong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.
• • • Hong Kong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

B.A.C. Horse Power Rating 21.7
PISTON Displacement 107.9 Cu. In. Brake Horse Power 35 at 2200 Revolutions
Wheelbase 124 inches

	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	PACKING SHIPMENT DELIVERY	NETT CASH HONG KONG
Chassis 1 Ton	2130 lb.	G\$495	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 "	610	40	185	860

Hong Kong Price includes spare rim, Tyre and Tube and 4 fenders.

THE HONG KONG HOTEL GARAGE
25, Queen's Road Central. Tel. Central 4759.

MOTORING NOTES

(CONTD.)

SAFE BEER FOR MOTORISTS.

PROBLEM FOR THE BREWERS.

LOW ALCOHOL CONTENT ESSENTIAL.

[BY SIR W. ARBUTHNOT LANE, BART.]

In view of the vital importance of not impairing the efficient control of the driver of a motor-car, so important in face of the steady and rapid increase in the number of vehicles now on the road, too much thought cannot be given to the nature of the liquid nourishment which can be made available to him.

The recent experiences of the British courts of law have indicated clearly that an amount of alcohol far below that necessary to produce even mild symptoms of drunkenness may be fatal to the proper functioning of the driver of a car.

Two facts are evident. One is that the vast majority of motorists are not content to drink the so-called "soft drinks," which are generally regarded as containing no alcohol—most frequently very inaccurately.

The bitter taste of the products of hops appeals to most people, and there is no reason whatever why a good beer or lager should not be accessible to motorists at every public-house and hotel on the road, and why it should not possess a very low alcohol content, low enough to enable the driver to drink two bottles without risk to his capacity to control the machine he is driving.

Water The Best Drink.

The ideal drink for one driving a car is obviously water, and any alcohol should be consumed only when the car has been replaced in the garage. It would appear that it is practically impossible to insist on this counsel of perfection, so that the next best thing is to effect as perfect a compromise as possible.

It is obvious that drivers of cars should abstain totally from spirits or strong drinks while engaged in this form of activity, and should always bear in mind how absolutely necessary it is to possess a brain that can function rapidly and efficiently, since the risks to which they and others are constantly exposed are very great.

There is an immense field open to those enterers who will put on the market such a beer as is here described. Those who were familiar with the beverages so popular in Germany, especially in Munich, know how safely the delicious brews of that country could be drunk in quantities without affecting the mentality of the consumer.

Getting Rid Of Risks.

During the War much of its perfection was diminished, or even destroyed, by the use of chemical substitutes for hops. Whether or not it has been restored to its pristine purity I do not know.

I presume British brewers are quite as capable as the Germans of producing a good, tasty beer made from hops, which will be very attractive to the palate and at the same time possess a sufficiently low alcoholic content.

It will yield an excellent return to the manufacturer because of its popularity. It will also eliminate much risk, much injury, much mortality and much unhappiness, besides affording great freedom from anxiety and danger to bus-excellent and efficient police force.

NEW MOTORING IDEA.

FRONT WHEEL DRIVE.

TEST OF CAR.

I have now had an opportunity, writes the motoring correspondent of the *Daily Mail*, of testing the new sports 12-h.p. Alvis car with front wheel drive and each wheel independently sprung.

It is the first British car embodying these principles to be placed on the market.

This new motoring idea is attracting widespread interest not only among motor engineers but also among car owners.

Front wheel drive is quite simple. The only difference from rear wheel drive is that the driving shafts are coupled to the wheels by means of universal joints (flexible couplings) which turn with the wheels and transmit power through them at any angle. Instead of being at the rear of the engine, clutch, gearbox, and differential are forward of it.

There is no back axle in the accepted sense of the word. With no fixed axle there is no need for a rear differential, each wheel being free to travel at its own speed.

Advantages.

There are several obvious advantages of this principle. With so much weight on the front axle one might imagine that steering would be heavy. But the contrary is the case.

With the drive on the back wheels the car is being pushed always in a forward direction. It is necessary to steer against the inclination of the car to travel in a straight line. With front wheel drive the power is transmitted in whatever direction you are travelling. When you turn the steering wheel to take say an acute corner the power is being transmitted in that direction. In other words you are being pushed round the corner.

I made some tests in a private park of cornering and the stability of this car at speed on stiff bends was a revelation.

Another interesting feature of this design is the scope it gives the bodybuilder. He need not allow for the rise and fall of a propeller shaft or the humped casing of the differential and gear box. The car I drove had a two-seater sports body which does not provide the coach-builder with an opportunity of showing the real value of the principle. But a saloon body on a front wheel driven car should be a most comfortable affair, close to the ground with at the same time plenty of headroom.

The way the two-seater sat down on the road was certainly striking. The springing also impressed me. By springing each wheel instead of the chassis it absorbs its own shock when it strikes a pot hole, transmitting very little of this to the car itself.

This 90-m.p.h. sports car proved most fascinating to drive. I should like to see the principle adapted to a more modest touring car. One curious effect was the throwing up of stones from the front wheels. These eluded the front mudguards and took the point off the bottom of the rear mudguards. This will have to be guarded against.

MOTORING WITHOUT FATIGUE.

[BY A WOMAN OWNER DRIVER.]

However comfortable your car, however, easy the controls and light the steering, a drive of several hours can be very tiring physically; and much of the good can be undone, and much pleasure lost if precautions are not taken to avoid fatigue.

Sitting in the same position for hours on end can be very wearying. Some people advise one to get out of the car every two hours or so and walk sharply up and down; others suggest altering one's driving position now and then by sitting a little farther forward or farther back or lounging in the corner of the seat occasionally. But the use of a wedge-shaped air-cushion is far and away the best solution of the trouble, particularly if the car is not already fitted with pneumatic upholstery. The cushion can be used in any number of positions—for instance, tucked down behind the shoulder blades, or under the knees (wide part to the front), or placed under the elbow to relieve a tired arm.

The clothes one wears may make or mar a long journey. In an open car a close-fitting hat with enough brim to shade the eyes will be found comfortable. But be sure before starting that it is not too tight, or before many miles have passed it will feel like an iron band. A long coat which is wind-proof, which will button up to the neck if necessary, and which is wide enough in the skirt not to gape at the knees, will be found most practical.

In a closed car one can dispense with a hat altogether, which is much more comfortable; and most likely the coat can be discarded too. The feet should be kept warm by wearing short golf stockings over the usual stockings. Old shoes with thin soles and low heels, or even a change of shoes on a very long and strenuous drive, will add much to one's comfort.

"MONOPOLY OF THE ROADS!"

F.B.I. FEAR OF THE RAILWAY BILLS.

OPPOSITION.

Opposition from the Federation of British Industries, the London Chamber of Commerce, and other organisations was offered against the railway companies' road transport Bills at the sitting of the joint parliamentary committee considering the Bills on June 23th. It was the thirty-first day of the hearing.

Major-General S. S. Long, a managing director of Lever Brothers, Ltd., and chairman of the Transport Committee of the F.B.I., who was Director of Supplies and Transport during the war, giving evidence on behalf of the F.B.I., said that as the Bills stood there was every possibility and likelihood of the railway companies securing a monopoly. There was no ultimate protection for the public.

Mr. Macmillan, K.C., appearing for the railway companies: "So your view is that the railway companies might abuse their powers?—Not 'might,' they will. I should myself."

"Vast Trade Union."

"A railway monopoly," added General Long, "would mean the creation of a vast trade union among the transport workers which, in the event of a strike, could bring the life of the country to a standstill to a far greater degree than a coal strike or a strike in any other industry vital to the life of the nation."

Referring to the position of the railways, General Long said: "I do not see how you are going to make any more money by buying motor-omnibuses and running them to Brighton and other such places at the same or lower rates than the existing road firms, considering their own position at the present moment." Speaking as a commercial man, the last thing in the world I would dream of doing is to put money into motor-omnibus undertakings.

Mr. W. H. Gaunt, distribution manager of Messrs. J. Lyons & Co., Ltd., supporting the opposition of the F.B.I., said that he agreed with those who feared a road monopoly by the railways.

"Bain Of Road Hauliers."

Sir Lynden Macnaghty, K.C., summing up earlier on behalf of the Commercial Motor Users' Association, said that in the process of competition which would result if the committee gave the railways a blank cheque to fill up as they chose, and to any amount, the business of the road hauliers would be irretrievably ruined.

"The railways," he added, "do not claim that existing road services for goods are inefficient. On the contrary, their claim is that they are too adequate, and draw traffic from the railways. They have failed to establish that any advantage will result to the public if the powers be granted."

Sir Lynden urged that the "ordinary burden of proof" cast on all promoters of private Bills had not been discharged by the railway companies. In fact, they resented the suggestion that they should be called on to do so.

U.S. VIEW OF ETHYL.

DR. LEAKE AND RESULTS OF INQUIRY.

Dr. J. P. Leake, of the United States Public Health Service, gave evidence at the Office of Works, St. James's, S.W., before the Committee which is inquiring into the possible dangers to health from the use of motor spirit containing lead tetra-ethyl.

Dr. Leake said that he was in charge of experimental investigations carried out for a committee set up by the United States Government. This followed a number of fatal poisoning cases in New Jersey, where ethyl petrol was extensively handled. The committee came to the conclusion, he said, that there was no evidence at all that there was danger to public health from the use of tetra-ethyl petrol.

The members, as scientific men, however, said that they would like the observations to be continued for another year. It was the cumulative action of lead of which they were afraid. Further observation had confirmed the original conclusion.

They reported that there were no good grounds for prohibiting the use of tetra-ethyl petrol, provided it was subject to proper regulations.

CAPE TOWN TO JOHANNESBURG BY 'BUS.

NEARLY 1,000 MILES RUN.

OVERHANGING ROCK NEGOTIATED.

Leyland Motors, Limited, of Leyland, Lancs., recently despatched to their Cape Town Depot a Leyland "Titan" double-deck bus complete, which although uncased, had been so well stowed that, on arrival it was driven from the Docks to the Leyland Depot and was finally received without so much as a scratch of any kind.

It was decided to exhibit this vehicle at the Agricultural Show, Johannesburg, but owing to the size of the vehicle the railway officials refused to transport it. It was, therefore, decided to send the bus by road, one of the Company's representatives, Mr. S. W. King, and two assistants, setting out on the journey. The two assistants, with a Trojan car, acted as scouts, and although the roads belied the name in places, and the journey was undertaken during the rainy season, smooth progress was made until the Bins Kloof Pass was reached, where a famous overhanging rock was encountered which had not been reckoned with. The overall height of the bus was 12 feet 10 inches, but the height of the rock from the road was unknown. One of the crew, therefore, climbed up the side of the cliff where he could see whether there was enough clearance for the bus to pass under the rock. On the other side of the road was a steep drop, and although there was an alternative route which could have been taken, this would have added a further 92 miles to the journey.

It was therefore decided to attempt the passage, and although the bus was as near to the edge of the road as possible, at least two feet of the rock projected over the roof of the vehicle. It was decided, therefore, that all stones and loose objects on the road, or any obstruction that would be likely to lift the bus at all, would have to be removed.

Inch by inch the "Titan" was moved forward, until it eventually cleared the rock by one and a half inches. Apart from getting bogged and stuck in the bed of a river the rest of the journey was safely completed. The total distance covered was 988 miles, and when it is considered that this journey is a formidable one for a touring car even in the dry season, the performance of a vehicle weighing over six tons in completing the journey without mishap at such a time of year is really remarkable.

MAP-READING.

HINTS ON THE ART.

Though much map reading is unnecessary in so small an area as this Colony the following hints from the *Sunday Times* may be of interest—especially to those who do not intend to pass the rest of their lives here.

The best friend of the motorist is the map, whether he is making a short local run or a tour, as mentioned above.

There are signs and colourings used on maps which will assist him considerably in his travelling. We will imagine the case of a motorist making a local circular run, during which he wishes to touch certain towns and villages. For such a run a map based on the Ordnance survey to a scale of half an inch to one mile is very useful. The route to be taken should be marked out in pencil, lightly, so that it may be rubbed out afterwards.

The map should be folded so that the portion required is visible to the driver when seated at the steering-wheel.

For the distances between the various villages or towns measurements may be made on the map, or one of the good road guides may be employed. The names of the more important places and the intermediate distances should be noted on a postcard to be fastened beside the map.

While driving the motorist will be able to glance at his "route card" and then at the map to see if the road he requires turns to the right or to the left, or proceeds straight on. Preliminary study of the map is necessary to become familiar with the required route. The driver will be able to tell by the presence of railway bridges, hills, etc., if he is on the correct route. In the case of towns and large cities, a street plan is invaluable. To make proper use of this, a passenger is necessary, as its use by the driver alone would necessitate frequent stoppages.

A careful study of the map will show which are the first-class roads and which are the secondary, and, in the case of long journeys, it is often possible to find suitable detours round towns which, while perhaps slightly longer, will take considerably shorter time to cover, and also present fewer possibilities of getting lost.

VICTIMS OF A NEW "LANDRU."

THE MARSEILLES MURDERS.

WOMEN BAITED WITH MATRIMONY.

Paris, June 29th.

The notorious Landru case, as has already been reported, is recalled by murders at Marseilles, writes the Paris correspondent of the *Manchester Guardian*. A few days ago the corpse of Mlle. Eugénie Foez was discovered buried in a garden of the Villa des Eglantines at Sainte Marguerite, Marseilles, which belonged to her, and where she had been living with a man who passed under the name of Gaillard. Investigations were then made at another house, the Villa Genevieve at Les Madets, Marseilles, which "Gaillard" had rented with the result that two more corpses were found, which have been identified as those of a Mlle. Bonnet and Mlle. Jeanne Ebel, both of whom had been seen there with him. All three women appear to have been strangled.

The police then discovered that Gaillard's real name was Jérôme Prat, and that he arrived in France in March of last year from Algiers, where he appears to have been living for many years, and where he is said to be wanted by the police on several charges of swindling under various false names.

The Matrimonial Method.

The investigations of the police have revealed the fact that Prat, like Landru, made a practice of deceiving women on a large scale, and it is feared that he may have had other victims, as some of the women known to have been in relations with him have not yet been traced. There is, however, one important difference between his case and that of Landru, namely that the latter was clearly a Sadist, whereas Prat was solely actuated by mercenary motives. Like Landru, he proceeded by matrimonial advertisements and applications to matrimonial agencies. He advertised under various names, usually describing himself as a gentleman of 58 years, of pleasing appearance, and invariably asking to correspond with a view to matrimony with a maiden lady or widow between forty and forty-five possessing small capital.

He must have had numerous answers, for letters from about 500 different women are said to have been found in his villa. When bait was taken he appears, in some cases, at any rate, to have signed a contract with the victim undertaking to marry her or live with her maritally as she preferred. A copy of such a contract has been found in which he also undertakes to provide for any children that she may have. His favourite method of procedure for the purpose of getting money seems to have been to say that he was buying a villa, and had not enough money to complete the purchase, and then borrowing from the victim the sum required. In other cases, when the victim owned a house he seems to have made a contract to buy it and then sold it or tried to sell it to several people at once. This method seems to have been adopted in the case of the unfortunate Mlle. Foez, for a receipt has been found, signed by her, evidently just before her murder, for 15,000 francs on account of the purchase money of the Villa des Eglantines.

An interesting aspect of this affair, which is otherwise mere vulgar crime for gain, is the psychology of the women that were so easily victimised by a man previously unknown to them, whose acquaintance they had made through the advertisement of a matrimonial agency. It is evident that some women between forty and fifty are so anxious to get a husband at any cost that they do not take even elementary precautions. The gullibility shown by these women is particularly remarkable in a country where most people, and women in particular, hesitate a long time and consider the matter very carefully, before parting with a sou. Yet his conduct should have aroused suspicion, for women whom he failed to entrap say that he insisted on mere private agreements for loans and purchases, and that when a formal contract before a notary was suggested he at once cried off.

MOTORISTS' PRIVILEGE.

"AS MUCH ENTITLED TO THE ROAD AS PEDESTRIANS."

"Remember that in these days motorists are not expected to have a man before them waving a red flag," said the coroner on June 24th at an inquest at Boughton, Nottinghamshire.

"With this ever-increasing traffic on the roads," he added, "a broad view must be taken of these unfortunate accidents, and it must be recollected that a motorist using the road properly is just as entitled to the privilege of using it as a pedestrian."

THE VERY DEVIL AT COVENT GARDEN.

CHALIAPIN AND MR. EUGENE GOOSSENS.

ACTING OR THE "REAL THING."

London, June 23rd.

One expected an exceptional performance of "Faust" at Covent Garden since M. Chaliapin was the Mephistopheles. But one did not expect an exceptionally dull one, enlivened by happenings which are not properly in the province of the opera, as such, at all.

Nothing could obscure the magnificence of M. Chaliapin from the purely histrionic point of view. From his first utterance of "Here we are again"—or, as the libretto has it, "Me voici"—he was a very Devil of a man and a very Devil of a gentleman, too. Not even the Miltonic Mephistopheles was more tragically dignified, though the dignity was relieved by malevolent humour, touches of acting which made the part seem a new thing altogether, and a grace of pose and gesture that was pure genius.

An Unhappy Evening.

Moreover, the voice is still a thing to wonder at. Sparing use was made of its full power, and the expert could detect many perfectly legitimate tricks for glossing over little pieces of evidence that this mighty organ is past its zenith. I do not hope to see or even to hear a better Mephistopheles than that of M. Chaliapin on this somewhat unhappy occasion.

What, then, made it unhappy? I fancy the fault lay in the first instance in the deliberate methods of the conductor, Mr. Eugene Goossens, for which he may be criticised. For his refusal to alter those methods at the behest, *enam populo*, of the principal singer, Mr. Goossens deserves not adverse criticism but praise. There is no justification for any artist, even of M. Chaliapin's eminence, endeavouring to take charge in this fashion, even though he may be honestly convinced that the conductor is wrong. This incident upset the atmosphere for the whole evening.

Temper And Temper.

Whether M. Chaliapin was actually in a good temper, I do not know, and this, in any event, is beside the point, which is that he seemed to be in a bad one. The advantage of this type of realism, even in a diabolical role, is questionable.

Mr. Joseph Hislop, the Faust, sang with considerable beauty of tone. But he became young and serious at the same time. The Marguerite, Mme. Beignon, was well above the average, and Mr. John Charles Thomas's Valentine rightly won round after round of applause. But all this could not redeem the evening from mediocrity, tinged with the sort of excitement with which we can very well dispense.—P.P.

WHAT THEY BOTH SAY.

"The performance of 'Faust' last night, unless I am crazy, was precisely the same in *temper* and in every way as it was at the rehearsal on the previous day, at which Mr. Chaliapin expressed himself as perfectly pleased. And the opera rehearsal was an almost unexpectedly smooth one."

Mr. Eugene Goossens, the conductor, made this remark to an *Evening Standard* representative to-day.

"I am perfectly willing to allow, of course, for what is called artistic temperament—to allow for a slight divergence from the normal on the part of the singer, and to follow it."

"But I am not concerned with people's gesticulations on the stage. I do not notice any. I am too absorbed to bother whether people on the stage are fussing or not, unless there is something quite out of the ordinary. I certainly did not notice the expression of anger that has been attributed to Mr. Chaliapin and I did not hear any remark about 'Plus vite.'"

The whole thing puzzles me. It gives the impression there has been, in the Continental acceptance of the term, a 'scandale' as Covent Garden.

"There was no such thing. Chaliapin is far too great an artist to draw that kind of publicity to himself or to me."

"I Was Not Angry."

—M. Chaliapin.
Chaliapin's description of the affair.

"I remember nothing about it. We always make signs to conductors, in order to have perfect harmony on both sides of the footlights, and I have done that so regularly during my 38 years on the stage that I cannot recall what happened last night."

"At any rate, I was not angry, and I am sure Mr. Goossens did his best."

"But it is a pity that opera in England cannot afford to arrange sufficient rehearsals for there to be complete harmony."

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SWATOW & SHANGHAI	"LINAN"	On 28th July	2 p.m.
SWATOW & HONGKONG	"KIANGSU"	On 27th July	1 p.m.
SHANGHAI & TIENTSIN	"SZOHOEN"	On 25th July	6 a.m.
AMOI, SWATOW, SINGAPORE & HONGKONG	"KIUNGCHOW"	On 29th July	8 a.m.
BANGKOK	"KWANGTUNG"	On 29th July	6 p.m.
SWATOW, SHANGHAI, NEW GUANO & DALRY	"LIANGCHOW"	On 30th July	Noon
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 31st July	6 a.m.
WUHAIR, CHENGUO & TIENTSIN	"HUICHOW"	On 31st July	4 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 2nd Aug.	2 p.m.
SHANGHAI & TIENTSIN	"SUIYANG"	On 4th Aug.	6 a.m.
HONGKONG, PAKHOI & HONGKONG	"TEAN"	On 4th Aug.	10 a.m.
SWATOW & HONGKONG	"KAYING"	On 5th Aug.	1 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 6th Aug.	9 a.m.
SWATOW, SHANGHAI, NEW GUANO & DALRY	"LUCHOW"	On 6th Aug.	Noon
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG"	On 7th Aug.	6 a.m.

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S.S. "CITY OF EVANSVILLE"	Via Suez Canal	7th August
S.S. "LYCAON"	Via Suez Canal	24th August
S.S. "PHEMUS"	Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th October

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From Marseilles	CHENONCEAUX	31st July
From Dunkirk, Antwerp, London	PORTHOS	14th Aug.
	ATHOS II	28th Aug.
	D'ARTAGNAN	11th Sept.

For Shanghai and Japan	CHENONCEAUX	31st July
	PORTHOS	14th Aug.
	ATHOS II	28th Aug.
	D'ARTAGNAN	11th Sept.

For Marseilles	PAUL LEON	31st July
For Rotterdam, Hamburg, Dunkirk	ANDRE LEON	14th Aug.
	CHENONCEAUX	28th Aug.
	PORTHOS	17th Sept.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

July 23rd.
Helen Finnmont, American str., 7,886 str., Capt. C. G. Lundquist, from San Pedro, which port she left on July 23rd, with 14,363 tons of fuel oil, lying at Kowloon Bay.—A.P.C.
Romolo, Italian m.s., 6,014 tons, Capt. A. Crivellari, from Trieste via Singapore. The latter port she left on July 18th, with a general cargo, lying at buoy No. A25.—Dodwell & Co.
Mino, Dutch str., 1,115 tons, Capt. E. Roukema, from Shanghai, which port she left on July 19th, lying at Kowloon Bay.—A.P.C.

July 24th.
Wingwo, Chinese str., 503 tons, Capt. A. de Lemos, from Kwong Chow Wan, with a general cargo, lying at Saikong Wharf.—Yue Kee Co.
Wong Shek Kung, Chinese str., 1,044 tons, Capt. N. Harrington, from Saigon, which port she left on July 18th, with a cargo of rice, lying at buoy No. C42.—Kwang Hang Hing.

July 24th.
Deli Maru, Japanese str., 1,902 tons, Capt. K. Yagura, from Canton, lying at O.S.K. Wharf.—O.S.K.
Kwangtung, British str., 1,572 tons, Capt. D. Williams, from Bangkok, which port she left on July 18th, with a general cargo, lying at buoy No. B11.—B. & S.

July 24th.
Linan, British str., 1,336 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

July 24th.
Ludwigshafen, German str., 5,918 tons, Capt. G. Gossling, from Singapore, which port she left on July 18th, with a general cargo, lying at Kowloon Wharf.—Melchers & Co.

July 24th.
Persu, British str., 6,299 tons, Capt. Price, from Shanghai, which port she left on July 22nd, with a general cargo, lying at buoy No. A32.—B. & S.

July 24th.
Shunlee, Chinese str., 849 tons, Capt. B. Miyakawa, from Dairen and Weihaiwei, with beans and general cargo, lying at buoy No. C35.—Yue Tai Hong.

July 24th.
Van Heuts, Dutch m.s., 2,748 tons, Capt. J. Groothoff, from Singapore, which port she left on July 19th, with a general cargo, lying at buoy No. A.—J.C.J.L.

CLEARANCES.

July 24th.
Deli, for Singapore.
Helen Finnmont, for Los Angeles.
Hin Sang, for Sandakan.
Hop Sang, for Swatow.
Hungon, for Whampoa.
Lee Cheung, for Shamoi.
Linan, for Canton.
Ludwigshafen, for Takao.
Persu, for Singapore.
Romolo, for Takao.
Telemachus, for Saigon.
Tjondari, for Muntok.
Touyama, for Keelung.
Washington, for Manila.
Yingchow, for Swatow.

PASSENGERS.

Departures.
 The following passengers left on July 24th by the s.s. *President Grant* for Seattle:—Mr. Shermun Bachrach, Mr. Felix Calvo, Mr. L. D. Gholson, Mr. Mm. G. Hall, Mr. Jesus Mankata, Mrs. Geo. L. Magee, Master Geo. L. Magee, Miss Mary E. Magee, Master Philip Magee, Mr. Geo. L. Magee, Miss Barbara J. Magee, Mr. S. D. Mei, Mrs. H. Howe and infant, Mr. and Mrs. Chen Bok Hon, Mr. Shih, Mr. Cheung Lau Ting, Mr. and Mrs. Lam Ching Pak, Mr. Sui In Wo, Mr. H. Odell, Mr. A. H. Law, Mr. T. T. Lee, Mr. J. M. Leon, Miss B. Harrison, Mr. H. Bishburg, Mr. and Mrs. Woutman, Master Woutman, Mr. M. Kong Yung, Mrs. Y. L. Woo, Mrs. C. S. Tsang, Mr. and Mrs. Q. Van Bee, Mrs. O. C. Reordan, Master Wm. Chas Reordan, Mr. and Mrs. Morris Stockland, Mr. Toshio Monden, Mr. A. Malinda, Mr. E. S. D. Merchant, Mrs. Grace O. Mathews, Mr. Peter J. Walowit, Mr. Geo. H. Walcott, Mr. Sandi Negatomi, Mr. and Mrs. Y. Ma, Miss Sit Sze Lim, Mr. Chan Shui, Mr. Yuen Sau Man, Mrs. L. S. Hudson, Mr. Li U. Sang, Mr. Lee Chung Hua, Mr. S. X. Da Silva, Mr. Ho Hin Chuen, Mr. T. Y. Ho, Mr. Chan Chung Lack, Mr. Ho Chun Foon, Mrs. B. Szold, Mr. K. Y. Chow, Mr. Mortimer Reid, Mr. Wong See Kee, Mr. Ng Yum Sing, Mr. Chung Tzee Hugh, Mr. Chan Tso Chuen, Mr. W. W. Seigrist, Mr. and Mrs. M. Dudock Van Heel, Mr. A. R. Williams.

The following passengers left on July 24th by the s.s. *Siberia Maru*, for San Francisco via ports:—The Rev. W. T. Featherstone, Mrs. Mabel Featherstone, Master Hugh Featherstone, Miss A. C. Benson, Mr. T. Yajima, Mr. M. One, Mr. M. Suzuki, Mr. S. Sakata, Mr. Y. Nomura, Mr. Z. Saito, Mr. C. Ishihashi, Mr. T. Yamamoto, Mr. K. Goto, Mr. K. Wakita, Mr. T. Hara, Mr. A. Mitumata, Mr. N. Oike, Mr. and Mrs. Shinozawa, Mr. and Mrs. Lim Sai Koon, Mrs. Tokemoto, Mr. Hoebok Chai, Mr. Lin Ran Ho, Mr. Fung Yat Sing, Mr. and Mrs. J. G. Paul, Mr. K. Han King, Miss R. David, Miss F. M. Willis, Miss Hei Ling Willis, Mr. P. S. Lau, Dr. K. D. Lum, Mr. S. Wright, Mr. Dai Ho Chun, Mr. M. Yamauchi, Mr. O. Tujiki, Mr. M. Okegawa, Mr. and Mrs. S. Kimura, Mr. H. P. Remington, Mr. H. Sato, Mr. Leung Lai Che, Mr. S. Matsutani, Capt. V. F. Browne, Mr. S. Saito, Mr. W. Mihata, Mr. and Mrs. H. S. Reed, Mr. Henry Lewis, Mr. Manuel Lewis, Mr. and Mrs. R. M. Hardy, Mr. F. C. Davis, Judge and Mrs. Joseph Mandl, Mrs. C. W. Murdoch, Miss Mary Anderson, Mrs. Joseph Wyllie, Mr. Sun Young, Wyllie, Mr. Bai Sing Baiwa, Miss C. Peyton, Mr. F. R. Jenner, Mr. J. Wyke, Mr. W. Wyke, Mr. S. Wyllie, Mr. Yu Po Yat, Miss Pow Lai Sin, Miss Wong King, Yin, Mr. Wong Koon York, Mr. Sze To Yat.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Kobe on Tuesday at 7.30 a.m., left at 4 p.m., and is due at Yokohama to-day (Wednesday) at 8 p.m.
 The R.M.S. *Empress of Russia* which left Hong Kong on July 14th, arrived at Vancouver on July 21st.

SEARCHERS AND BRIBERY.

ANONYMOUS PASSENGER'S COMPLAINTS.

A Chinese who had taken a passage on board the s.s. *Liangchow* wrote an anonymous letter to the Chinese General Chamber of Commerce alleging that he had been forced to part with \$7 by a searcher. In his letter he said that while the steamer was lying in Hong Kong Harbour, he was approached by a Chinese who said that he was there to search for contraband. The passenger submitted to search, but the man demanded \$10. This was refused, but in the end, the searcher was said to have forcibly taken \$7 from him. In view of the fact that the letter was not signed, the Chamber decided not to take any steps beyond making inquiries when the *Liangchow* comes into port again.

BANGKOK'S WATERFRONT.

DILAPIDATED WHARVES

For a good many years past most people coming to Bangkok, by sea have been struck by the dingy and dilapidated appearance of its wharves and their surroundings. But the old teak wood wharves surrounded by dilapidated looking shanties used as godowns are nowadays rapidly disappearing, their place being taken by ferro-concrete structures all spaciously planned and forming a remarkable contrast to their predecessors. Firms like the Borneo Co., the Bombay Burma Trading Corporation and the East Asiatic Company have led the way in this direction and now it is to be followed, or, rather, is being followed by some of the Chinese shipping firms. From the aesthetic point of view it is an enormous improvement and likewise from the standpoint of the warehousing of goods. A system of bonded warehouses has now been introduced and though it has only been in vogue for a few months it has proved most popular and will doubtless become more so when it is better understood by the natives.—*Straits Times*.

MERCHANT SHIPS IN PORT.

The following merchant vessels were in port yesterday:—
 British: *Chip Shing*, *Linan*, *Kwangtung*, *Antung*, *Ying Chow*, *City of Evansville*, *Hainan*, *Kiungchow*, *Lyemmon*, *Dardanus*, *Hop Sang*, *Haihong*, *Hin Sang*, *Chinhua*, *Telemachus*, *Seanghee*, *Taikoo*, *Gorgintan*, *Sumatra*, *Kiang Su*.
 American: *West Henshaw*, *Helen Finnmont*, *Washington*.
 Norwegian: *Prosper*, *Hirundo*, *Soliken*, *Maud*, *Vendland*.
 Portuguese: *King On*, *Kong On*.
 Japanese: *Malaya Maru*, *Siberia Maru*.
 Chinese: *Wing Wo*, *Tak Hing*, *Shun Lee*, *Wong Shek Kung*, *Hung On*, *Deawongse*, *Shin Chih*, *Chuan Chou*, *Sun Sai Kai*, *Poo Tye*, *Yan On*, *Hung Chow*, *Tejo*, *Haimun*, *Gen. H. Kuo*, *Man Sun*.
 Dutch: *Van Heuts*, *Deli*, *Tjondari*, *Jan*, *Otto*.
 Italian: *Romolo*.

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SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Wed., 25th July, at Noon
	"KWAISANG"	Sun., 29th July, at Noon
	"HANGSANG"	Wed., 1st Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"NANSANG"	Fri., 3rd Aug., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG"	Fri., 17th Aug., at 7 a.m.
CANTON	"HANGSANG"	Thurs., 28th July, at 1 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Fri., 27th July, at 3 p.m.
	"HOSANG"	Satur., 4th Aug., at 3 p.m.
	"KUTSANG"	Thurs., 9th Aug., at 3 p.m.
SANDAKAN	"HINSANG"	Wed., 25th July, at 11 a.m.
TIENTSIN	"CHIPSHING"	Wed., 25th July, at 6 a.m.
	"CHEONGSING"	Tues., 7th Aug., at Noon

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Motor Vessel "GLENAMOT"	(via Oran)	1st Sept.
Motor Vessel "GLENAPP"	(via Oran)	31st Oct.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOT"	...	10th Aug.
Motor Vessel "GLENLUCE"	...	11th Aug.
Motor Vessel "GLENBARRY"	...	1st Sept.
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Freight	S.S. "Schlesien"	...	due here	24th August
Pass.	S.S. "TRIER"	...	due here	26th August

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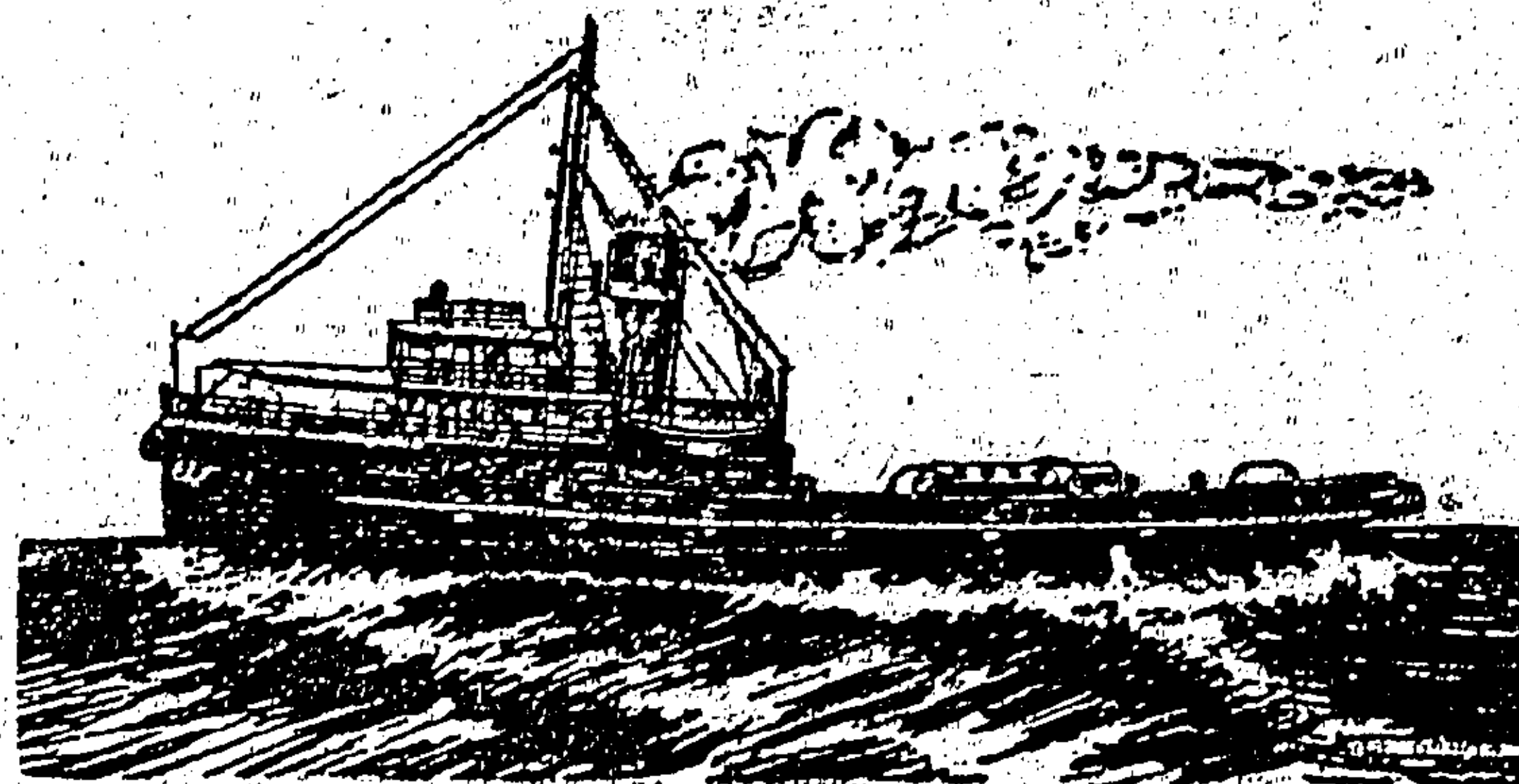
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STRAIGHTS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive	Arrive
EMPERESS OF CANADA	Aug. 9	Aug. 11	Aug. 13	Aug. 15	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 3	Sept. 5	Sept. 15
EMPERESS OF ASIA	Sept. 13	Sept. 15	Sept. 17	Sept. 19	Sept. 29
EMPERESS OF CANADA	Oct. 3	Oct. 5	Oct. 7	Oct. 9	Oct. 19
EMPERESS OF RUSSIA	Oct. 24	Oct. 26	Oct. 28	Oct. 30	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 9	Nov. 11	Nov. 13	Nov. 24
EMPERESS OF CANADA	Nov. 28	Dec. 1	Dec. 3	Dec. 5	Dec. 15
EMPERESS OF RUSSIA	Dec. 13	Dec. 15	Dec. 17	Dec. 19	Dec. 29
EMPERESS OF ASIA	Jan. 18	Jan. 20	Jan. 22	Jan. 24	Feb. 4
EMPERESS OF CANADA	Feb. 9	Feb. 11	Feb. 13	Feb. 15	Feb. 25
EMPERESS OF RUSSIA	Feb. 27	Mar. 1	Mar. 3	Mar. 5	Mar. 15

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July 31	Aug. 2	EMPERESS OF CANADA	Aug. 3
Aug. 21	Aug. 23	EMPERESS OF RUSSIA	Aug. 24

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KATORI MARU ... Saturday, 28th July

ATSUTA MARU ... Saturday, 11th Aug.

SYDNEY & MELBOURNE via Manila & Porto.

AKI MARU ... Wednesday, 25th July

MISHIMA MARU ... Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU ... Saturday, 28th July

TAMBA MARU ... Saturday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Saturday, 18th Aug.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Porto.

BINGO MARU ... Wednesday, 1st Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Monday, 30th July

LIVERPOOL via Port Said, Genoa & Marseilles.

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CALOUTTA via Singapore, Penang & Bangkok.

MALACCA MARU ... Wednesday, 8th Aug.

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TANGO MARU ... Friday, 17th Aug.

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Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GENERAL INCREASE OF CARGOES.

TWENTY ARRIVALS.

With twenty arrivals and eighteen departures during the 24 hours ended at 9 a.m. yesterday the general freight returns for Hong Kong and ports beyond the Colony showed a big increase over the poor figures of the past few days. An American vessel chartered by the A.P.O. had 14,000 tons of oil fuel for this port alone. Five arrivals and eight departures were British ships. Seventeen vessels had cargo for this port amounting to 96,940 tons, and three British ships had 1,744 tons. The best cargo return was shown by the s.s. *Helen Finn* (American) from San Pedro with 14,383 tons of oil fuel for Hong Kong, while the s.s. *Malaya* (Maru) had 4,017 tons of coal from Yokohama and Sakito.

Through freights carried by twelve ships amounted to 33,010 tons, of which 8,456 tons were carried by four British steamers. The Danish vessel s.s. *Siam* was best carrier with 8,140 tons of general cargo from Copenhagen and Shanghai, while the s.s. *Alpina* (British) from Bombay and Singapore carried 7,627 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	5	8
Japanese	2	9
Chinese	5	3
Danish	1	1
Dutch	3	2
French	0	1
American	3	1
Italian	1	0
Total	20	18

VESSELS EXPECTED.

Australian-Oriental Line.
Changteh, August 7th.
Taiping, September 7th.

Bank Line.

City of Khartoum, August 4th.

City of Evansville, August 10th.

City of Halifax, August 17th.

City of Khios, September 1st.

City of Liosin, September 14th.

City of Eastbourne, October 10th.

Blue Funnel Line.

Achilles, to-morrow.

Talithyba, to-morrow.

Aeneas, July 28th.

Bellerophon, August 8th.

Phenix, August 8th.

Gladius, August 7th.

Cladius, August 11th.

Tower, August 14th.

Automedon, August 18th.

Antilochus, August 20th.

Philoctetes, August 21st.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Lycaon, August 24th.

Tyndareus, September 2nd.

Orestes, August 31st.

Menelaus, September 7th.

Eurylochus, September 9th.

Telamon, September 19th.

Patroclus, September 20th.

Proteus, September 25th.

Meriones, September 28th.

Matoppos, September 29th.

Diomed, October 5th.

Astyanax, October 9th.

Adrastus, October 17th.

Antenor, October 18th.

Agapenor, October 18th.

Hector, November 15th.

Worddeutscher Lloyd, Bremen.

Colleen, July 28th.

Fulda, July 28th.

Schlesien, August 24th.

Trier, August 26th.

Peninsular and Oriental.

Nankin, July 28th.

Kashmir, August 2nd.

Kashmir, August 4th.

Kashmir, August 10th.

Naldera, August 16th.

Rajputana, August 18th.

Kashgar, August 30th.

Nagpore, August 30th.

Morea, September 20th.

Lahore, September 24th.

Khiva, September 27th.

Macedonia, October 12th.

Kermala, October 19th.

Khyber, October 26th.

Malwa, November 9th.

Mantua, December 7th.

DAILY WATERFRONT NEWS.

EIGHT MEN RESCUED FROM WRECK.

[BY LONGSHOREMAN.]

The master of the s.s. *Wong Shek Kung* (a Chinese vessel under the command of a European Captain) from Saigon reports that they rescued eight men from a wrecked fishing junk and brought them to Hong Kong. The master sighted the wreck on the night of July 22nd in the vicinity of Quinhon, and it appeared to have capsized in a squall. The crew of eight men were clinging to the wreck, and when picked up they were in a state of exhaustion. The wreck was abandoned.

They are all Annamites, and were formerly part of a fishing fleet which became scattered in a gale. The survivors were taken to the S.C.A. Office.

New Arrivals: Oil Tanker From San Pedro.

The s.s. *Helen Finn* which arrived here with a heavy cargo of oil fuel from San Pedro was making her first call at Hong Kong. She was chartered by the Asiatic Petroleum Company and is owned by the California Petroleum Steamship Company. Her master is Captain C. Lundquist and she has a crew of 41 Americans and one British subject.

The vessel was built in 1921 by the Newport News Shipbuilding Company and was formerly the s.s. *Ayresmith*. She is a steel twin screw steamer, built on the longitudinal framing system, for carrying petroleum in bulk. Her gross tonnage is 10,388 and net tonnage of 7,888 netts. Dimensions are length 300 feet, beam 68.3 feet, depth 29.3 feet and with machinery aft. She is engaged to 437 N.H.F. by the builders.

Four Deaths On "Van Heutz".

The s.s. *Van Heutz* which arrived here from Belawan Deli and Singapore with 2,903 Asiatic deck passengers reports that four died during the voyage and were buried at sea, on the 19th instant.

Asiatic Deck Passengers.

Nine vessels brought 2,633 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Pakhai Plague Infected.

In a notification to Mariners issued at Shanghai it is stated that the port of Pakhai has been declared to be infected with cholera and bubonic plague.

All vessels therefrom will be governed by the Sanitary Department for the Port of Shanghai. The notification is dated July 14th.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.51 a.m.	7.07 p.m.
To-morrow	5.52 "	7.06 "
Friday	5.52 "	7.06 "

Prince Line.

Royal Prince, August 22nd
Japanese Prince, September 16th.
Swedish East Asiatic Co., Ltd.
Drift, July 30th.
Japan, August 21st.
Sumatra, August 23th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF TOKIO" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 30th July

"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 24th August

"CITY OF HALIFAX" ... London, Rotterdam & Hamburg ... 2nd September

BOSTON, NEW YORK & BALTIMORE

"CITY OF EVANSVILLE" ... via Suez Canal ... 7th August

"CITY OF LINCOLN" ... via Suez Canal ... 5th October

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA

"MYRTLEBANK" ... via Suez Canal ... 2nd September

MAURITIUS & SOUTH AFRICA

"TINEOW" ... 14th August

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilima, Ibo, Port Amelia, Moçambique, Chinde, Inhassane, Zanzibar, Mombasa, Kilindini, Port Noddy, Luderitz Bay, Walvis Bay and Madagascari.

For Freight or Passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, RUSSIA, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,058	28th July	Mars, L'don, A'werp, B'dam, H'burg
"KASHMIR"	6,585	4th Aug.	Mars, L'don, A'werp, B'dam, H'burg
"KIDDERPORE"	6,534	10th Aug.	Mars, L'don, A'werp, B'dam, H'burg
"KALPUKANA"	15,562	18th Aug.	Mars, L'don, A'werp, B'dam, H'burg
"NADUKKA"	15,185	1st Sept.	Mars, L'don, A'werp, B'dam, H'burg
"KALYAN"	9,144	15th Sept.	Mars, L'don, A'werp, B'dam, H'burg
"KASHGAR"	9,005	22nd Sept.	Mars, L'don, A'werp, B'dam, H'burg
"MOREA"	10,933	13th Oct.	Mars, L'don, A'werp, B'dam, H'burg
"ABIVA"	9,135	27th Oct.	Mars, L'don, A'werp, B'dam, H'burg
"MACDONIA"	11,120	10th Nov.	Mars, L'don, A'werp, B'dam, H'burg
"LAHORE"	5,558	17th Nov.	Mars, L'don, A'werp, B'dam, H'burg
"KASHMIR"	6,585	24th Nov.	Mars, L'don, A'werp, B'dam, H'burg
"KALPUKANA"	15,562	1st Dec.	Mars, L'don, A'werp, B'dam, H'burg
"MALWA"	10,946	8th Dec.	Mars, L'don, A'werp, B'dam, H'burg
"KASHMIR"	6,585	15th Dec.	Mars, L'don, A'werp, B'dam, H'burg
"NADUKKA"	15,185	22nd Dec.	Mars, L'don, A'werp, B'dam, H'burg
"MANTUA"	10,946	5th Jan., 1929	Mars, L'don, A'werp, B'dam, H'burg

* Cargo only.

† Calls Case Blanca.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
SHANGHAI & SWATOW	Shanghai ...	25th July
JAPAN via NEGAPATAN (Letters only)	Aki Maru ...	25th July
London 25th June	Achilles ...	25th July
JAPAN, SHANGHAI & EUROPE via SIBERIA	Seijo Maru ...	25th July
SHANGHAI & AMOY	Peet Garfield ...	25th July
U.S.A., HONOLULU, JAPAN & SHANGHAI	Amoy ...	25th July
STRAITS & LONDON, parcel mail (London, 21st June)	Emp. of Canada ...	30th July
QANADA, U.S.A., JAPAN & SHANGHAI	Pres. Lincoln ...	30th July
MANILA	Tanda ...	8th Aug.
AUSTRALIA & MANILA		

OUTWARD MAILS.

For	Per	Date & Time
Sandakan	Hwang ...	Wednesday, 25th, 9.00 A.M.
Straits and Calcutta	Post Sang	Parcels Noon
		Letters 1.00 P.M.
Swatow & Amoy	Van Teutis	12.30 P.M.
Java via Batavia	Tjondari	2.30 P.M.
Samahai & Wuchow	Fai Ming	4.30 P.M.
Fort Bayard	Wing Wo	5.00 P.M.
		Thursday, 26th
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 7th August	Aki Maru	Reg. 8.45 A.M.
Swatow, Amoy & Formosa	Dei Maru	Letters 9.30 A.M.
Swatow	Lina	12.30 P.M.
		Friday, 27th
Bangkok via Swatow	Kiang ...	11.30 A.M.
Swatow, Amoy and Foochow	Hui Ching	2.00 P.M.
Shanghai & EUROPE via Siberia	Sichuan	5.00 P.M.
		Saturday, 28th
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 27th Aug.	Kalori Maru	Reg. 8.45 A.M.
		Letters 9.30 A.M.
		Sunday, 29th
Manila	Pres. Garfield	5.00 P.M.
Amoy	Kwangchow	5.00 P.M.
		Monday, 30th
Swatow	Liangchow	10.30 A.M.
Shanghai & Europe via Siberia	Pres. Lincoln	Parcels 3.00 P.M.
		Letters 4.15 P.M.
Japan, Honolulu, Canada, U.S.A., U. & S. America & EUROPE via San Francisco—due San Francisco, 32nd August	Pres. Lincoln	Parcels 3.00 P.M.
Amoy	Sunning	Reg. 4.10 P.M.
		Letters 5.00 P.M.
		Tuesday, 31st
Seigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 1st Sept.	Paul Lecat	Reg. 1.00 P.M.
		Letters 1.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Reg. 1.45 P.M.
Wei Hai Wei	Emp. of Canada	2.30 P.M.
Manila		2.00 P.M.
		3.30 P.M.
		— AUGUST —
Swatow	Hongkong	Wednesday, 1st, 10.30 A.M.
		Thursday, 2nd, 12.30 P.M.
Swatow	Chenau	5.00 P.M.
Amoy	Namsang	

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid \$30,000,000
Reserve Funds \$25,000,000
Sterling \$14,000,000
Silver \$14,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors: A. H. CROFTON, Esq.

N. S. BROWN, Esq.

Deputy Chairman: W. H. Bell, Esq.

J. A. Plummer, Esq.

W. H. Bell, Esq. T. G. Wall, Esq.

Hon. Mr. C. G. S. H. P. White, Esq.

Mackie

Chief Manager: Hon. Mr. A. C. HYNES

Branches: Hong Kong, Shanghai, Peking, Hankow, Tientsin, etc.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 17th June, 1928. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation, A. C. HYNES, Chief Manager.

Hong Kong, 13th Sept., 1927. [8]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL SURPLUS AND UNDIVIDED PROFITS U.S. \$3,500,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.

Total Resources in excess of U.S. \$3,500,000.00.

D. M. BIGGAR, Manager.

28] NEDERLANDSCHE HANDELS-MATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital, Guilders 150,000,000. (212,500,000.)

Paid-Up Capital, Guilders 80,000,000. (28,888,870.)

Reserve Fund, Guilders 40,000,000. (23,833,333.)

Head Office: Amsterdam.

Branches: Batavia, Bandoeng, Bencoolen, Birmah, Calcutta, Cebu, Hong Kong, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

These offices have Safe Deposit Boxes for Let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 20th July, 1927. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000

Reserve Fund Yen 99,500,000

HEAD OFFICE: YOKOHAMA

BRANCHES AND AGENTS AT: Alexandria, Honolulu, Baguio, Batavia, Calcutta, Canton, Cebu, Hankow, Harbin, Hong Kong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

O. L. O. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 18th July, 1928. [29]

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$80,000,000.00

PAID-UP CAPITAL 19,780,300.00

RESERVE FUND 8,964,393.50

HEAD OFFICE: PEKING

Hong Kong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, Ltd.

New York Bankers: THE EQUITABLE TRUST CO., THE LEVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 20th June, 1927. [35]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000

Reserve Fund £4,000,000

Reserve Liability of Proprietors £3,000,000

AGENTS AND BRANCHES:

ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, HANKOW, HONG KONG, KOLKATA, KUALA LUMPUR, MANILA, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th Mar., 1928. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 50,000,000

Special Working Capital Frs. 50,000,000

Reserves Frs. 22,812,000

BRANCHES: Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

FRANCE: Société Générale, Banque Nationale, Crédit Lyonnais, Banque de Paris et des Pays Bas, etc.

LONDON: Midland Bank, Ltd.

NEW YORK: American Exchange Irving Trust Co., Banca Commerciale Italiana, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the world.

A. ROLLIN, Manager.

Hong Kong, 19th April, 1928.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund and Best £21,534,846

BANKERS: THE BANK OF ENGLAND, and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hong Kong, Kobe, London, Lyons, Manilla, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

O. L. O. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 18th July, 1928. [29]

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$80,000,000.00

PAID-UP CAPITAL 19,780,300.00

RESERVE FUND 8,964,393.50

HEAD OFFICE: PEKING

Hong Kong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, Ltd.

New York Bankers: THE EQUITABLE TRUST CO., THE LEVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 20th June, 1927. [35]

AS NICE AS PIE

SO ARE

CAPSTAN

MANUFACTURED IN ENGLAND

SOLD EVERYWHERE

High Grade Virginia Cigarettes

This advertisement is issued by the British-American Tobacco Co., (China) Ltd. E.D. 725

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"GLAUCUS" 7th Aug., Marseilles, London, Hamburg.

"PHILOCTETES" 21st Aug., Marseilles, London, Hamburg.

"AENEAS" 4th Sept., Marseilles, London, Hamburg.

LIVERPOOL SERVICE

"ANTHUS" 20th Aug., Genoa, Havre, Liverpool & Glasgow.

"TEUCLER" 22nd Aug., Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(via KOBE & YOKOHAMA)

"TALYTHIUS" 2nd Aug., Victoria, Vancouver & Seattle.

"LEXION" 23rd Aug., Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"LYCAON" 24th Aug., New York, Boston & Baltimore.

"PHEMIUS" 17th Sept., Boston, New York & Baltimore.

PASSENGER SERVICE

"AENEAS" 4th Sept., Singapore, Marseilles & London.

"SARPEDON" 3rd Oct., Singapore, Marseilles & London.

OUTWARD SERVICE

"ACHILLES" due 28th July, Shanghai, Moji, Kobe & Yama.

"AENEAS" due 30th July, Shanghai, Tientsin, Weihaiwei, Taku and Dairen.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:-

Butterfield & Swire, Agents.

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

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PAID-UP CAPITAL 19,780,300.00

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Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 20th June, 1927. [35]

BANQUE DE L'INDO-CHINE.

Head Office: 99, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00

Paid-up Capital Frs. 63,400,000.00

Reserve Fund Frs. 89,384,519.10

BRANCHES: Bangkok, Hanoi, Pondicherry, Batavia, Hong Kong, Saigon, Canton, Mongtze, Shanghai, Canton, Nam-Dinh, Singapore, Djibouti, Noumea, Tientsin, Fort-Bayard, Papeete, Tourane, Hankow, Peking, Yunnanfu, Pnom-Penh.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

OH. LEM, Manager.

Hong Kong, 26th Feb., 1927. [33]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

AUTHORIZED CAPITAL \$11,000,000

PAID-UP CAPITAL 8,864,200

RESERVE FUND 850,000

BRANCHES: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers: THE LLOYDS BANK, Ltd.

Correspondents all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Chief Manager.

Hong Kong, 20th June, 1927. [37]

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £2,594,106

RESERVE FUND £180,000

HEAD OFFICE: 122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the world.

G. H. BELF, Acting Manager.

Princes Building, Chater Road, Hong Kong.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

EXCHANGE

CLOSING QUOTATIONS

July 24th, 1928.

On LONDON: Telegraphic Transfer ... 2/0 Bank Bills on demand ... 2/0 7/16 Bank Bills at 30 days' sight ... Bank Bills at 4 months' sight ... 2/0 3/8 Credits at 4 months' sight ... 2/0 3/8 Documentary Bills ... months' sight ...

On PARIS: Bank Bills on demand ... 128 3/4 Credits, 4 months' sight ...

On NEW YORK: Bank Bills on demand ... 49 1/2 Credits, at 60 days' sight ...

On BOMBAY: Telegraphic Transfer ... 136 1/2 Bank Bills on demand ... 136 1/2

On CALCUTTA: Telegraphic Transfer ... 136 1/2 Bank Bills on demand ... 136 1/2

On SHANGHAI: Bank Bills at sight ... 75 1/2 Private, 30 days' sight ... 108 On YOKOHAMA: On demand ... 108 On MANILA: On demand ... 108 On SINGAPORE: On demand ... 108 On BATAVIA: On demand ... 108 On HANKOW: On demand ... 108 On SOERABAYA: On demand ... 82 On BANGKOK: On demand ... 82 SOVEREIGN, Bank's Buying rate ... 2/11 1/2 GOLD LUMP, 100 fine, per test ... 27 7/16 BAR SILVER, per oz. ...

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Definition of TRAVELLERS CHEQUES—

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